



C. Earl Hunter, Commissioner
Promoting and protecting the health of the public and the environment

PUBLIC NOTICE

CLARIFICATION

Beaufort County Engineering – P/N# 2008-2058-1IW-P

The Army Corps of Engineers placed the above project on public notice on November 21, 2008. The project has been modified and the Army Corps of Engineers placed the project on revised public notice on May 15, 2009. This notice is to clarify that OCRM is placing the above project on revised public notice May 22, 2009 and that the correct suspense date to have comments to OCRM is June 21, 2009.

Comments will be received on this public notice at the address below until June 21, 2009. For further information, please contact the project manager, Kathleen Lamaker at 843 846-9400. *KJ*

May 22, 2009

REVISED JO INT
PUBLIC NOTICE

CHARLESTON DISTRICT, CORPS OF ENGINEERS
69A Hagood Avenue
Charleston, South Carolina 29403-5107

and the
S.C. DEPARTMENT OF HEALTH AND ENVIRONMENTAL CONTROL
OFFICE OF OCEAN AND COASTAL RESOURCE MANAGEMENT
1362 McMillan Avenue, Suite 400
Charleston, South Carolina 29405

REGULATORY DIVISION

Refer to: P/N #SAC 2008-2058-1IW (REVISED)

15 May 2009

Pursuant to Section 10 of the Rivers and Harbors Act of 1890 (33 U.S.C. 403), Sections 401 and 404 of the Clean Water Act (33 U.S.C. 1344), and the South Carolina Coastal Zone Management Act (48-39-10 et seq.) an application has been submitted to the Department of the Army and the S.C. Department of Health and Environmental Control by

BEAUFORT COUNTY – ENGINEERING
c/o FLORENCE AND HUTCHESON, INC.
ATTN.: BARRETT STONE
POST OFFICE BOX 50800
COLUMBIA, SOUTH CAROLINA 29250

for a permit to construct a highway in wetlands and waters of

MCCAY'S CREEK

at locations within a corridor that runs just south of U.S. Highway 278 from Burnt Church Road at the existing Bluffton Parkway (Phase 1) continuing for three miles to intersect back into U.S. Highway 278 near the Fording Island Road Extension in Beaufort County, South Carolina (Latitude 32.25100°, Longitude -80.84252° to Latitude 32.23454°, Longitude -80.80380°)

In order to give all interested parties an opportunity to express their views

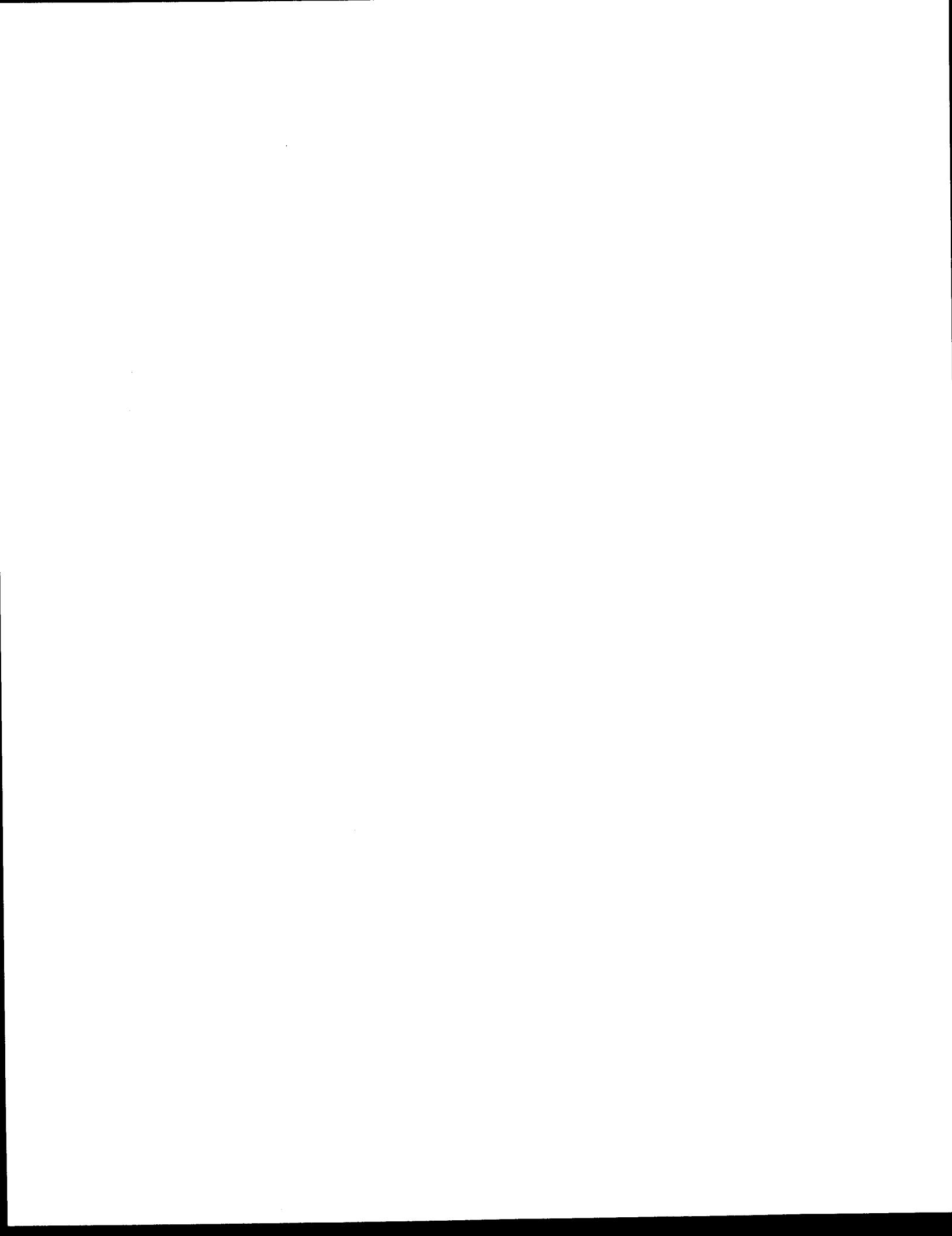
N O T I C E

is hereby given that written statements regarding the proposed work will be received by both of the above mentioned offices until

12 O'CLOCK NOON, MONDAY, 15 JUNE 2009

from those interested in the activity and whose interests may be affected by the proposed work.

The proposed work originally advertised on November 21, 2008, consisted of 10.3 acres of impacts to wetlands and waters of the U.S. for the construction of Phase 5A of the Bluffton Parkway. The revised project proposes impacts to 10.57 acres of wetlands and waters of the U.S. The changes include increasing impacts from 7.36 acres of freshwater fill to 7.59 acres, decreasing impacts from 0.46 acres of freshwater wetland clearing to 0.45 acres, from 1.17 acres of freshwater wetland excavation to 1.11 acres and from 0.776 acres of pond fill to 0.74 acres



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and increasing impacts from 0.52 acres of critical area fill to 0.68 acres. The impacts to freshwater wetlands include a 0.6 acre area that was previously preserved for wetland impacts authorized under SAC 26-89-0388-T. The applicant originally proposed mitigation for the freshwater impacts through the purchase of 83.4 mitigation credits at the Beaufort-Jasper Water and Sewer Authority/Beaufort County Mitigation Bank located along U.S. Highway 278 in the New River Great Swamp which have now been increased to 90.5 credits and include an additional 5.5 credits to mitigate for the impacts to the preserved wetland. The applicant also originally proposed mitigation for the impacts to critical area through the deduction of 6.5 credits from the Huspa Creek Mitigation Bank owned and controlled by the S.C Department of Transportation which have now been increased to 8.5 credits. The purpose of the project is to improve traffic flow within the vicinity of the project based on existing and projected traffic volumes. The purpose of the revision is to minimize conflicts with an existing 24" water line located along the eastbound shoulder of U.S. Highway 278 owned by the Town of Hilton Head.

NOTE: Plans depicting the work described in this notice are available online at www.sac.usace.army.mil and will be provided, upon receipt of a written request, to anyone that is interested in obtaining a copy of the plans for the specific project. The request must identify the project of interest by public notice number and a self-addressed stamped envelope must also be provided for mailing the drawings to you. Your request for drawings should be addressed to the

**U.S. Army Corps of Engineers
ATTN: REGULATORY DIVISION
69A Hagood Avenue
Charleston, South Carolina 29403-5107.**

The District Engineer has concluded that the discharges associated with this project, both direct and indirect, should be reviewed by the South Carolina Department of Health and Environmental Control in accordance with provisions of Section 401 of the Clean Water Act. As such, this notice constitutes a request, on behalf of the applicant, for certification that this project will comply with applicable effluent limitations and water quality standards. The work shown on this application must also be certified as consistent with applicable provisions the Coastal Zone Management Program (15 CFR 930). The District Engineer will not process this application to a conclusion until such certifications are received. The applicant is hereby advised that supplemental information may be required by the State to facilitate the review.

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. Implementation of the proposed project would impact 10.57 acres of estuarine substrates and emergent wetlands utilized by various life stages of species comprising the red drum, shrimp, and snapper-grouper management complexes. Our initial determination is that the proposed action would not have a substantial individual or cumulative adverse impact on EFH or fisheries managed by the South Atlantic Fishery Management Council and the National Marine Fisheries Service (NMFS). Our final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the NMFS. Please note: Florence and Hutcheson submitted this project, on behalf of the Federal Highway Administration, to the NMFS in the spring of 2008. Florence and Hutcheson provided the Charleston District Corps of Engineers with a copy of a letter to the Federal Highways Administration from the NMFS dated June 13, 2008, concerning their review of an EFH assessment that included a request for revisions to the proposed monitoring plan.

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The District Engineer has consulted the most recently available information and has determined that the project will have no effect on any Federally endangered, threatened, or proposed species and will not result in the destruction or adverse modification of designated or proposed critical habitat. This public notice serves as a request to the U.S. Fish and Wildlife Service and the National Marine Fisheries Service for any additional information they may have on whether any listed or proposed endangered or threatened species or designated or proposed critical habitat may be present in the area which would be affected by the activity, pursuant to Section 7(c) of the Endangered Species Act of 1973 (as amended). Please note: The applicant has submitted a threatened and endangered species report dated May 1, 2006, that was previously submitted to the U.S. Fish and Wildlife Service and reviewed under FWS Log No. 2006-TA-0657. The U.S. Fish and Wildlife Service provided a letter to the applicant's agent at the time, Ward Edwards, dated June 29, 2006, stating that the proposed action will have no effect on resources under their jurisdiction.

Pursuant to Section 106 of the National Historic Preservation Act (NHPA), this public notice also constitutes a request to Indian Tribes to notify the District Engineer of any historic properties of religious and cultural significance to them that may be affected by the proposed undertaking. Please note: A memorandum of agreement was developed between the Federal Highways Administration, The South Carolina Department of Transportation, The South Carolina State Historic Preservation Office, and the Catawba Indian Nation Tribal Historic Preservation Office which was signed by Beaufort County on September 19, 2007, the Federal Highways Administration on October 3, 2007, The South Carolina Department of Transportation on September 28, 2007, The South Carolina State Historic Preservation Office on October 5, 2007, and the Catawba Indian Nation Tribal Historic Preservation Office on October 22, 2007.

In accordance with the NHPA, the District Engineer has also consulted the latest published version of the National Register of Historic Places for the presence or absence of registered properties, or properties listed as being eligible for inclusion therein, and this worksite has a registered property or property listed as being eligible for inclusion in the Register. Please note: A memorandum of agreement was developed between the Federal Highways Administration, The South Carolina Department of Transportation, The South Carolina State Historic Preservation Office, and the Catawba Indian Nation Tribal Historic Preservation Office which was signed by Beaufort County on September 19, 2007, the Federal Highways Administration on October 3, 2007, The South Carolina Department of Transportation on September 28, 2007, The South Carolina State Historic Preservation Office on October 5, 2007, and the Catawba Indian Nation Tribal Historic Preservation Office on October 22, 2007. To insure that other cultural resources that the District Engineer is not aware of are not overlooked, this public notice also serves as a request to the State Historic Preservation Office to provide any information it may have with regard to historic and cultural resources.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for a public hearing shall state, with particularity, the reasons for holding a public hearing.

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the activity on the public interest and will include application of the guidelines promulgated by the Administrator, Environmental Protection Agency (EPA), under authority of Section 404(b) of the Clean Water Act and, as appropriate, the criteria established under authority of Section 102 of the Marine Protection, Research and Sanctuaries

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15 May 2009

Act of 1972, as amended. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the project must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the project will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production and, in general, the needs and welfare of the people. A permit will be granted unless the District Engineer determines that it would be contrary to the public interest. In cases of conflicting property rights, the Corps of Engineers cannot undertake to adjudicate rival claims.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this project. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the activity.

If there are any questions concerning this public notice, please contact Debra W. King at 843-329-8044 or toll free at 1-866-329-8187.

**Bluffton Parkway – Phase 5-A, Beaufort County
P/N SAC 2058-1IW**

"Project Revisions"

April 28, 2009

The proposed Bluffton Parkway Phase 5-A has continued to be developed in an effort to avoid and minimize impacts to wetlands, specifically the Critical Area wetlands located along the eastern portion of the project. As such, the previously submitted design utilized approximately 1,800 linear feet (LF) of wall along the eastbound ramp/merge lane to minimize fill impacts within the Critical Area. This design avoided approximately 0.2 acres of fill impact to the Critical Area, with a construction estimate of \$2,500,000. Upon further coordination and design, it has been determined that the proposed wall design is in conflict and would require the relocation of an existing 24 inch waterline located along the eastbound shoulder of U.S. 278. The water line is currently owned by the Town of Hilton Head, and is of the primary sources of water to the Island.

Various alternatives for the relocation of the utility line have been pursued in the development of the revised design. These included the relocation of the line to the existing median along U.S. 278; relocation under the travel lane of the proposed roadway; relocation beyond the limits of the project; and modification of the proposed design. Coordination efforts with the SCDDOT (owners of U.S. 278) have determined that the water line can not be relocated to the median due to various concerns, including future widening, maintenance, liability, etc. The relocation of the water line beyond the project limits, i.e. adjacent to the proposed wall, would result in temporary impacts to the Critical Area, and an estimated cost of \$1,500,000. As a result, the County has identified the need to revise the previous design to minimize conflicts with the water line, and provide a more cost effective design.

Project Revisions

Eastbound Ramp

The County is proposing to eliminate approximately 1,700 feet of the previously proposed wall along the eastbound ramp to minimize conflicts with the water line. However, approximately 100 feet of wall would still be utilized along the ramp section immediately adjacent to the bridge, which will avoid approximately 0.1 acres of fill impacts. The wall along the remaining portion of the ramp/merge lane would be replaced with 2:1 side slopes, which is similar to existing conditions along U.S. 278. The design will accommodate the relocation of the water line to the shoulder area of the proposed travel lane, avoiding expensive construction costs, project delays, and potential future impacts to the Critical Area. This design will result in a slightly wider footprint, and will impact approximately 0.1 acres of additional Critical Area. The additional impacts would be immediately adjacent to the existing U.S. 278 causeway, over a length of

approximately 1,800 LF. The revised design will reduce overall project costs by approximately \$3,000,000, while avoiding and minimizing further potential impact to the Critical Area.

Approximately 1,000 LF of the existing water line will need to be relocated due the location of the bridge/wall along the eastbound ramp section. It is proposed that the waterline would be relocated approximately 10 feet from the proposed bridge, and would include temporary impacts of approximately 3,400 SF to the Critical Area. These impacts would be associated with the open trenching (4x5) and backfilling of the line. This process would not impact the existing contours or require the placement of offsite fill material. In addition, the area would be appropriately monitored and remediated (per EFH mitigation plan) to ensure no long term impacts. The approximate location of the water line relocation is illustrated on the attached permit drawings. The water line relocation would occur in conjunction with the construction of the bridge and roadway improvements.

Stormwater Management Plan

Previous coordination with SCDHEC, and other agencies, identified the need to collect and/or treat the stormwater runoff prior to discharge into the Critical Area, primarily due to concerns with fecal coliform concentrations. Although the project is not discharging directly into waters that are listed on the State 303(d) list, and does not require treatment per OCRM's Coastal Zone Management Program Refinements for Stormwater Management Regulations, the County has committed to various treatment strategies to minimize potential stormwater impacts to the Critical Area. These efforts have been documented in previous submittals, and it has been determined that a series of water quality structures and devices would be utilized to collect and treat the stormwater prior to discharge into the Critical Area.

A series of water quality devices (i.e. catch basin inserts) were proposed to be used along the ramp section to treat the runoff from the proposed merge lane, as well as the from the existing U.S. 278 eastbound travel lane. The previously proposed wall along the eastbound ramp would have provided for the collection and drainage of the stormwater to these treatment devices. However, it is not practicable or feasible to utilize a stormwater collection system along the merge lane with the revised design. The revised design utilizes the minimal foot print required to accommodate the improvements, and the addition of a collection/treatment system would result in additional permanent impacts to the Critical Area. As a result, stormwater associated with this segment of roadway (approximately 35,000 SF) will sheet flow over a 6 foot grassed shoulder and side slopes, similar to existing conditions. This area only represents approximately 10% of the total project stormwater drainage area to the Critical Area, and therefore approximately 90% of the stormwater will be collected and treated prior to discharge. Revised stormwater plan drawings are attached. In addition, previous submittals have documented that the proposed roadway/bridge is not likely to contribute to any additional fecal coliform loading along the watershed.

Mitigation

The revised design is a result of continued project development and coordination with impacted entities. These revisions included the elimination of a wall to avoid conflicts with a major utility, along with continued refinement of the overall roadway design. As a result, project impacts have slightly increased (0.29 ac) and are summarized in the following table.

Water of U.S. Type	Impact	Revised Area	Mitigation Credits
Freshwater Wetland	Fill	7.59	68.5
Freshwater Wetland	Clearing	0.45	2.7
Freshwater Wetland	Excavation	1.11	8.4
Pond/Open Water	Fill	0.74	5.3
Critical Area	Fill	0.68	8.1
TOTAL		10.57	98.88*

*Total Credits includes 5.5 credits associated with impacts (0.6 ac) to wetlands serving as previous mitigation.

The applicable mitigation requirements have also been modified as a result of these revisions, and the revised SOP calculations are attached. In addition, previous agency comment and coordination indicated that the project has the potential to impact wetlands that are currently protected as mitigation measures for previous impacts (SCDNR, December 17, 2008). Upon further research, it has been determined that the project will be impacting one property (Tract 39, VTWS Associates) that was previously protected. This property appears to have been protected as a result of impacts associated with the previous development of the Heritage Lakes residential community and consists largely of pine flatwood wetlands. There are no practicable or feasible alternatives to avoid impacts to this area, and impacts to this area have been minimized by reducing the median width of the proposed roadway. As a result, approximately 0.6 acres of this area would be directly impacted by the project. Due to the previous protection/mitigation along this area, the County proposes to mitigate the 0.6 acres of direct impact, along with 0.6 ac of indirect impact. This results in approximately 5.5 additional mitigation credits for the previous impacts.

Although the direct project impacts have slightly increased, the County has committed to various strategies to minimize impacts to the Critical Area, including retaining a portion of the wall and installing water quality devices to treat stormwater. Therefore the revised design has been identified as the most practicable and feasible alternative for the construction of the Bluffton Parkway.

Bluffton Parkway Phase 5-A
SAC # 2008-2058-1IW
"Avoidance/Minimization of Previous Mitigation Site"

The proposed project will impact approximately 0.6 acres of wetlands that appear to have been previously protected as mitigation measures for the development of the Heritage Lakes residential community (Tract 39, R600-040-000-0347, VTWS Associates). Specifically, the area of concern is located along the northeastern portion of the Heritage Lakes subdivision and consists largely of pine flatwood wetlands. The Parkway alignment along this area was evaluated extensively due to the surrounding project constraints, including: residential developments in Heritage Lakes; overhead utility line; commercial developments north of the utility corridor (i.e. Tanger 1); and commercial developments to the east along Malpharus Road. As a result of extensive public involvement efforts and alignment studies, the proposed roadway will be located within the existing utility corridor to avoid/minimize impacts to the Heritage Lakes community and the Tanger 1 shopping area, and then would turn southward to avoid impacts to the existing commercial developments along Malpharus Road. As a result, the proposed Parkway would impact undeveloped properties (including the property of concern) between Heritage Lakes and the Malpharus Road commercial developments and would intersect with Malpharus Road approximately 700 feet south of the utility easement. This alignment would minimize impacts to the adjacent properties, and would not require any commercial or residential relocations.

The potential for the roadway continuing eastward along the utility easement was evaluated during early project development, but it was determined that this alternative was not practicable or feasible due to substantial ROW cost/impacts and disruption of local travel/shopping patterns. This alignment would also require the relocation/displacement of numerous large retail stores, including Lowes.

The proposed alignment was further evaluated, and design strategies were implemented to minimize potential impacts along this area. This included reducing the median width to 4 feet, which reduces the overall footprint of the Parkway approximately 20 feet in this area. In addition, the design speed along this area was reduced from 45 to 35 mph, which allowed a sharper horizontal curve to be used, further minimizing the footprint and impacts to adjacent wetlands and properties.

In conclusion, the proposed project results in unavoidable impacts to the previous mitigation site, however, minimization strategies have been implemented to minimize these impacts, and the proposed mitigation site appropriately compensates for the direct impacts, as well as the previous impacts that were mitigated by this site.

SAC 2008-2058-1IW (REVISED)

Bluffton Parkway Phase 5-A: Wetland Impact Summary

Revised Drawings (4-24-09)

Sheet No.	<u>Fill</u>	<u>Clearing</u>	<u>Excavation</u>	<u>Pond Fill</u>	<u>Critical Area Fill</u>
3	0.381	0.011	0	0	0
5	0.903	0.039	0	0	0
7	0.587	0.027	0	0	0
9	0.037	0.005	0	0	0
10	0.114	0	0.333	0	0
12	0.352	0.011	0	0	0
14	0.132	0.009	0	0	0
16	0	0.0005	0	0	0
18	0.664	0.046	0.059	0	0
20	1.02	0.06	0.09	0	0
22	0.24	0.028	0	0	0
24	1.04	0.015	0.088	0	0
26	0.122	0	0.009	0.636	0
27	0.276	0	0.45	0.01	0
29	0.533	0.022	0.024	0	0
31	0.45	0.007	0.057	0	0
33	0.322	0.098	0	0	0
35	0.42	0.068	0	0	0
37	0	0	0	0.089	0
39	0	0	0	0	0.0069
41	0	0	0	0	0.0092
43	0	0	0	0	0.0175
45	0	0	0	0	0.0108
47	0	0	0	0	0.009
49	0	0	0	0	0.0158
51	0	0	0	0	0.288
53	0	0	0	0	0.225
55	0	0	0	0	0.059
57	0	0	0	0	0.015
59	0	0	0	0	0.022
TOTAL	7.593	0.4465	1.11	0.735	0.6782

Wetland System

	Required Wetland Mitigation Credits					
	FW-Fill	FW-Clear	FW-Exc.	Pond-Fill	Critical-FILL	Mit. Site
Lost Type	2	2	2	0.2	3	2
Priority Category	0.5	0.5	0.5	0.5	2	0.5
Existing Condition	1	1	1	1	2	1
Duration	2	1	2	2	2	2
Dominant Impact	3	1	1.5	3	3	3
Cumulative Impact	0.5285	0.5285	0.5285	0.5285	0.5285	0.5285
Sum of r Factors (R)	9.0285	6.0285	7.5285	7.2285	12.5285	9.0285
Impacted Area (Acres) (AA)	7.59	0.45	1.11	0.74	0.68	0.6
R x AA=	68.526	2.712825	8.35664	5.34909	8.51938	5.4171
	Total Impacted Area:					
	Total Required Credits = $\Sigma (M \times A):$					
	98.88					

	Wetland Restoration and/or Enhancement					
	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6
Net Improvement						
Control						
Temporal Lag						
Credit Schedule						
Kind						
Location						
Sum of m Factors (M)	0	0	0	0	0	0
Buffer Enhancement						
Mitigation Area (Acres) (AA)						
M x A=	0	0	0	0	0	0
	Acres					
	Credits					
Non-Buffer Restoration/Enhancement Area:	0.00					
Buffer Restoration/Enhancement Area:	0.00					
Total Restoration/Enhancement = $\Sigma (M \times A):$	0.00					
	0.00					

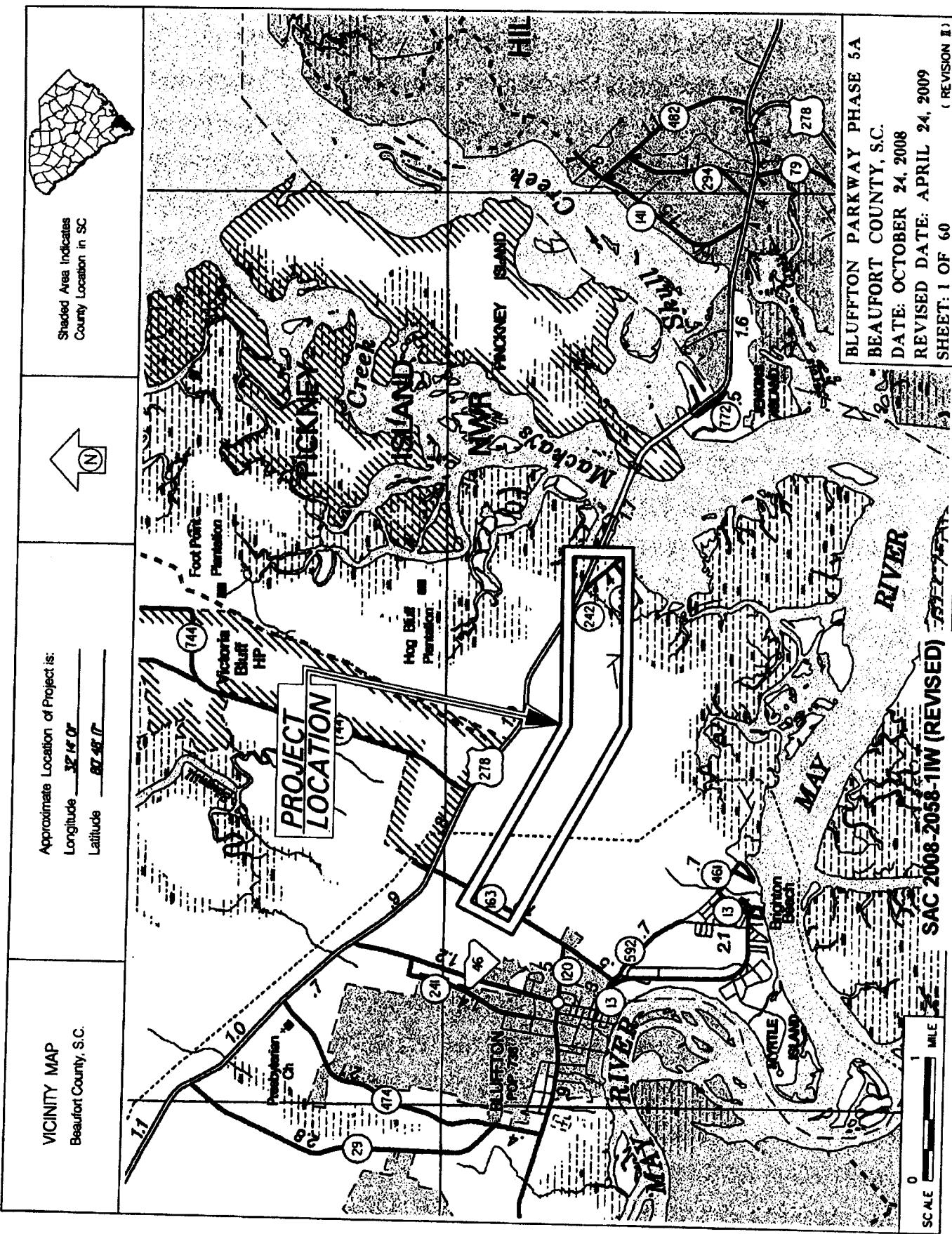
	Wetland Preservation					
	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6
Priority Category						
Existing Condition						
Degree of Threat						
Control						
Kind						
Location						
Sum of m Factors (M)	0	0	0	0	0	0
Mitigation Area Acres (AA)						
M x A=	0	0	0	0	0	0
	Total Preserved Area:					
	0.00					
Total Preservation Credits = $\Sigma (M \times A):$	0.00					
	0.00					

SAC 2008-2058-1W (REVISED)

	Wetland Creation					
	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6
Vegetation						
Soil						
Control						
Temporal Lag						
Credit Schedule						
Kind						
Location						
Sum of m Factors (M)	0	0	0	0	0	0
Mitigation Area (Acres) (A)						
M × A =	0	0	0	0	0	0
						Total Created Area: 0.00
						Total Creation Credits = $\Sigma (M \times A)$: 0.00

Wetland Mitigation Summary			
I. Required Mitigation			Required Mitigation Credit (RMC): 98.881345
A.			
II. Non-Banking Mitigation Credit Summary			
B.	Acres	Credits	
C.	Creation:	0.00	0.00
D.	Non-Buffer Restoration/Enhancement:	0.00	0.00
E.	Buffer Restoration/Enhancement:	0.00	0.00
F.	Net Loss Non-Bank Mitigation = B+C+D:	0.00	0.00
G.	Preservation:	0.00	0.00
	ai Proposed Non-Bank Mitigation = E+F:	0.00	0.00
III. Banking Mitigation Credit Summary			
H.	Acres	Credits	
I.	Creation:	0.00	
J.	Non-Buffer Restoration/Enhancement:	0.00	50.00
K.	Buffer Restoration/Enhancement:	0.00	0.00
L.	No Net Loss Bank Mitigation = H+I+J:	0.00	50.00
M.	Preservation:		50.00
	Total Proposed Bank Mitigation = K+L:	0.00	100.00
IV. Grand Totals			
N.	Acres	Credits	
O.	Total Preservation Mitigation = F+L:	0.00	50.00
P.	Total Non-Preservation Mitigation = E+K:	0.00	50.00
Q.	Total Creation = B+H:	0.00	0.00
R.	Buffer Restoration/Enhancement = C+I:	0.00	50.00
	Proposed Mitigation Credit = G+M:	0.00	100.00
V. Mitigation Checks			Result
Proposed Mitigation Credits (PMC) ≥ Required Mitigation Credits (RMC)			yes
PMCNon-Preservation ≥ $\frac{1}{2} \times$ RMC			yes
PMCCreation + Restoration/Enhancement (Non-Buffer Enhancement) ≥ $\frac{1}{4}$ RMC			yes

SAC 2008-2058-1IW (REVISED)



SAC 2008-2058-1IW (REVISED)

BLUFFTON PARKWAY PHASE 5A

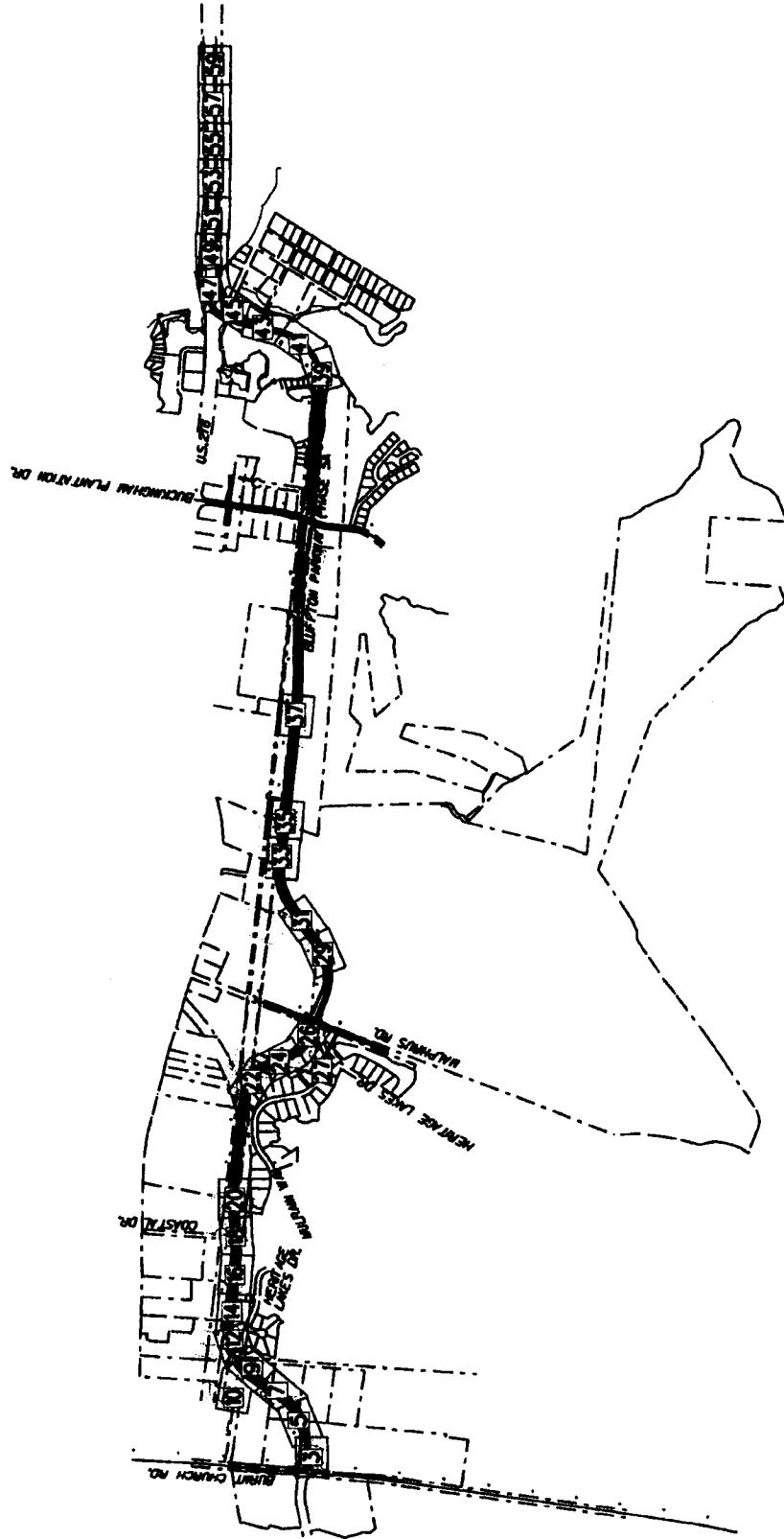
BEAUFORT COUNTY, S.C.

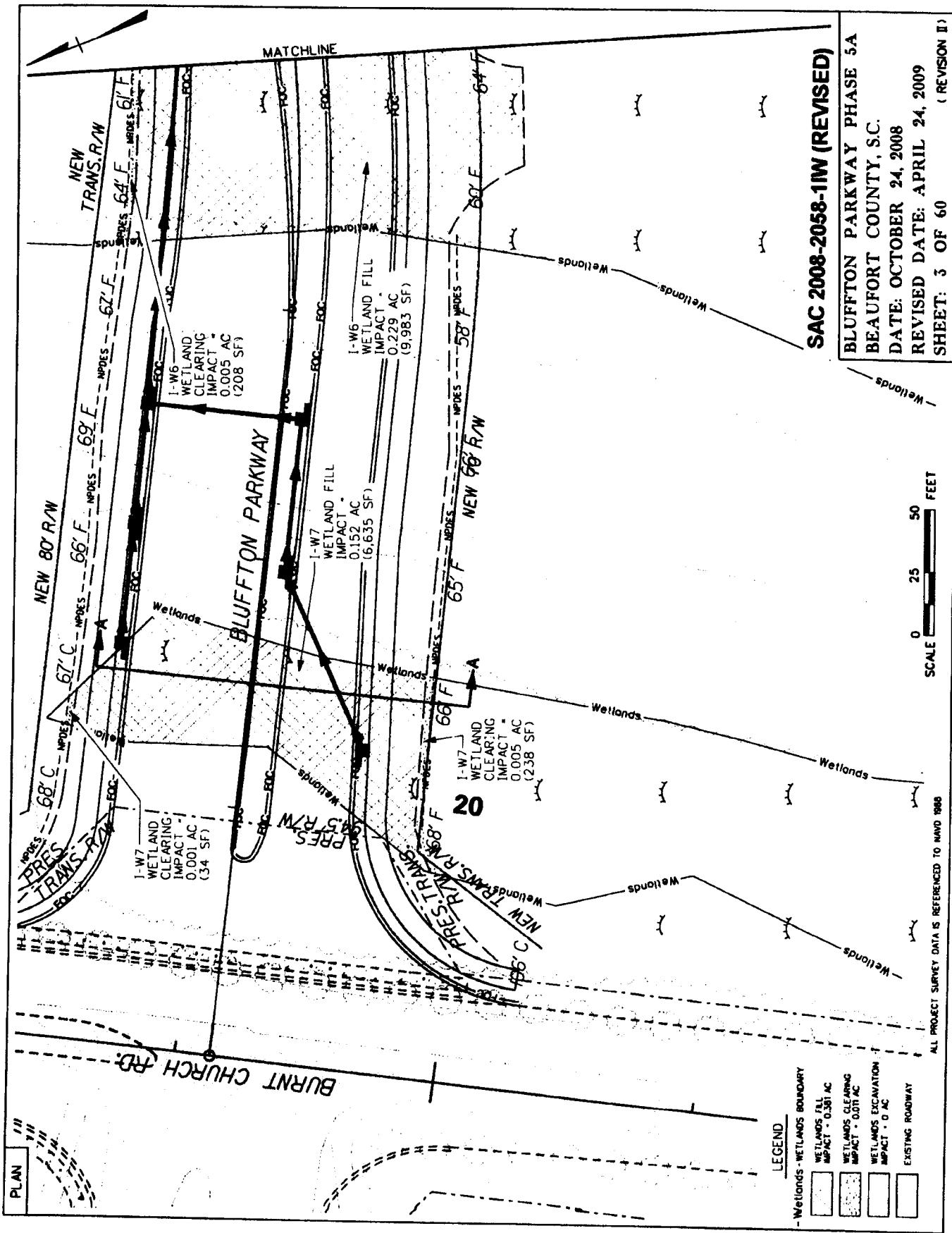
DATE: OCTOBER 24, 2008

REVISED DATE: APRIL 24, 2009

SHET: 2 OF 60 (REVISION I)

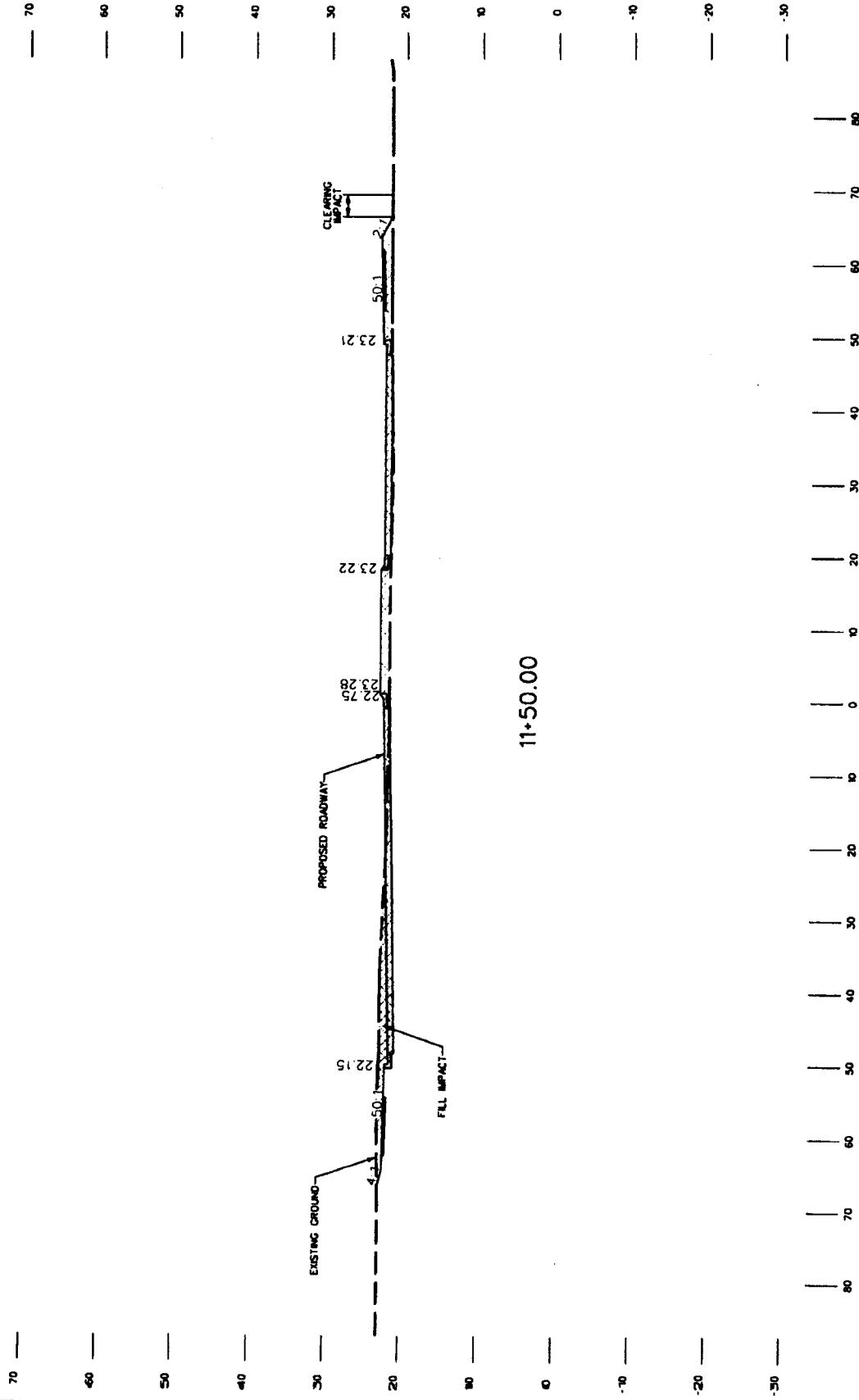
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SECTION A - A

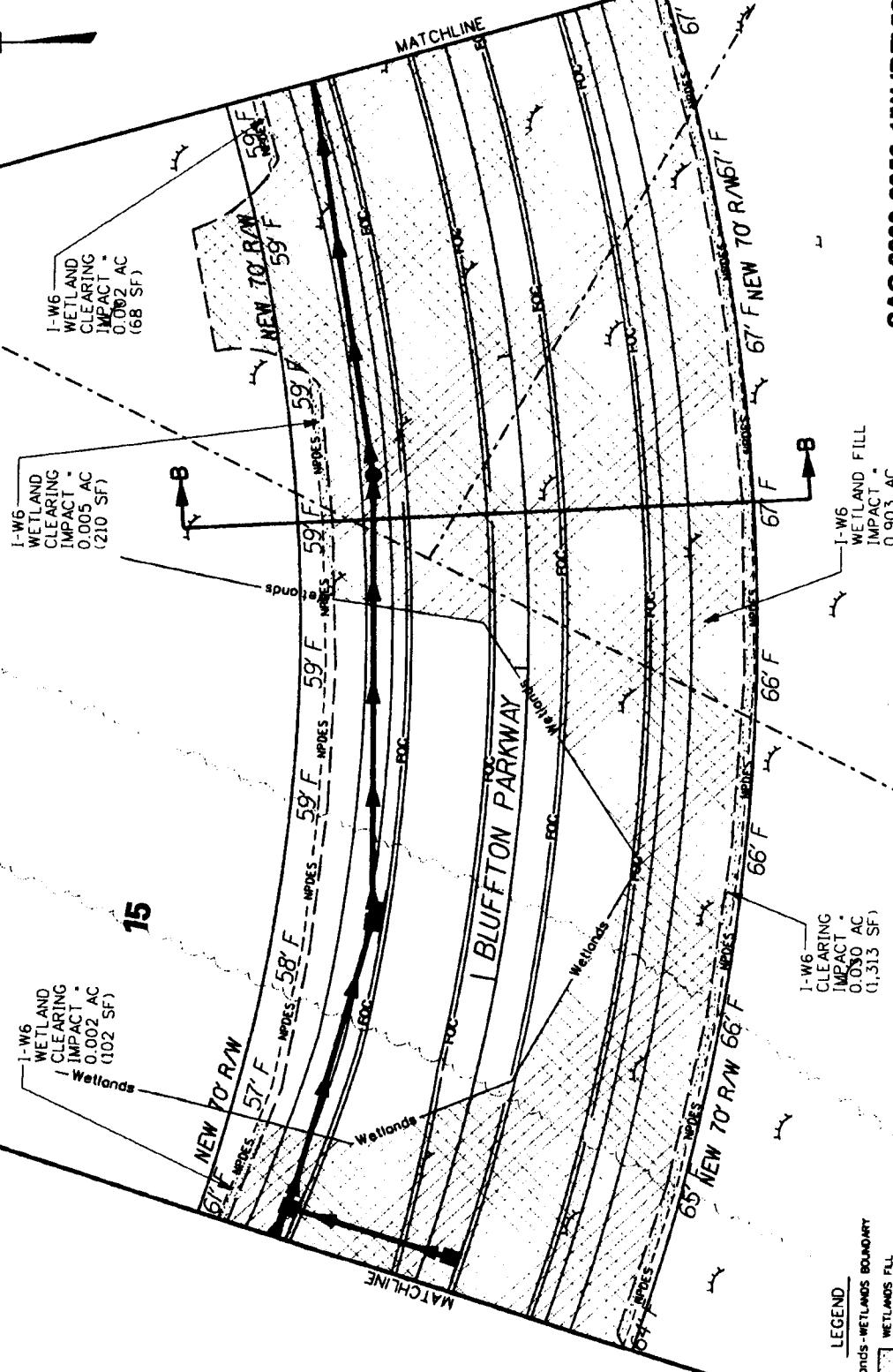


BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 4 OF 60 (REVISION II)

VERT. 0
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SCALE
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SAC 2008-2058-1W (REVISED)

PLAN



SAC 2008-2058-1NW (REVISED)

BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.

DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009

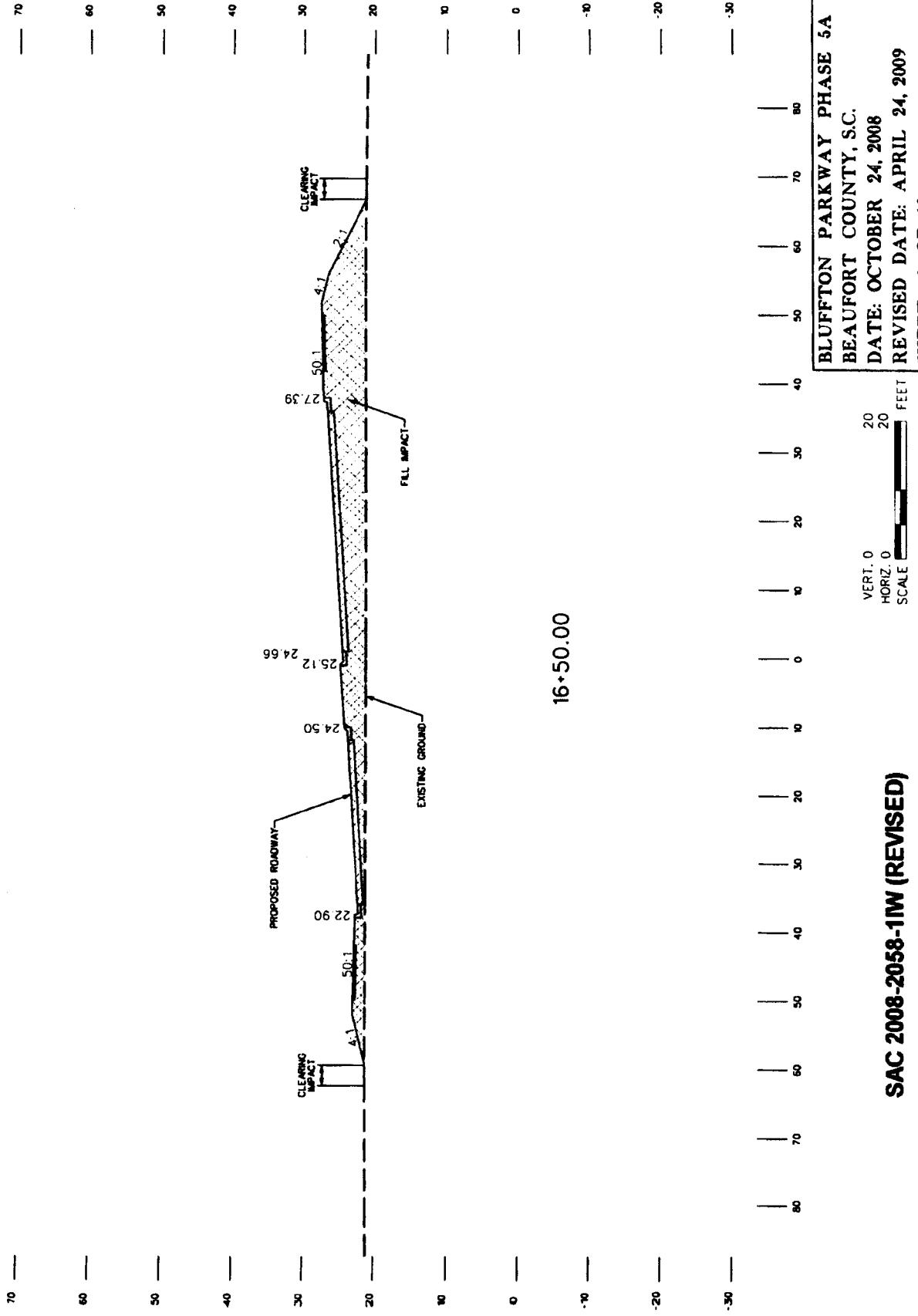
SHEET: 5 OF 60
(REVISION II)

ALL PROJECT SURVEY DATA IS REFERENCED TO NAVD 1988

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SECTION B - B

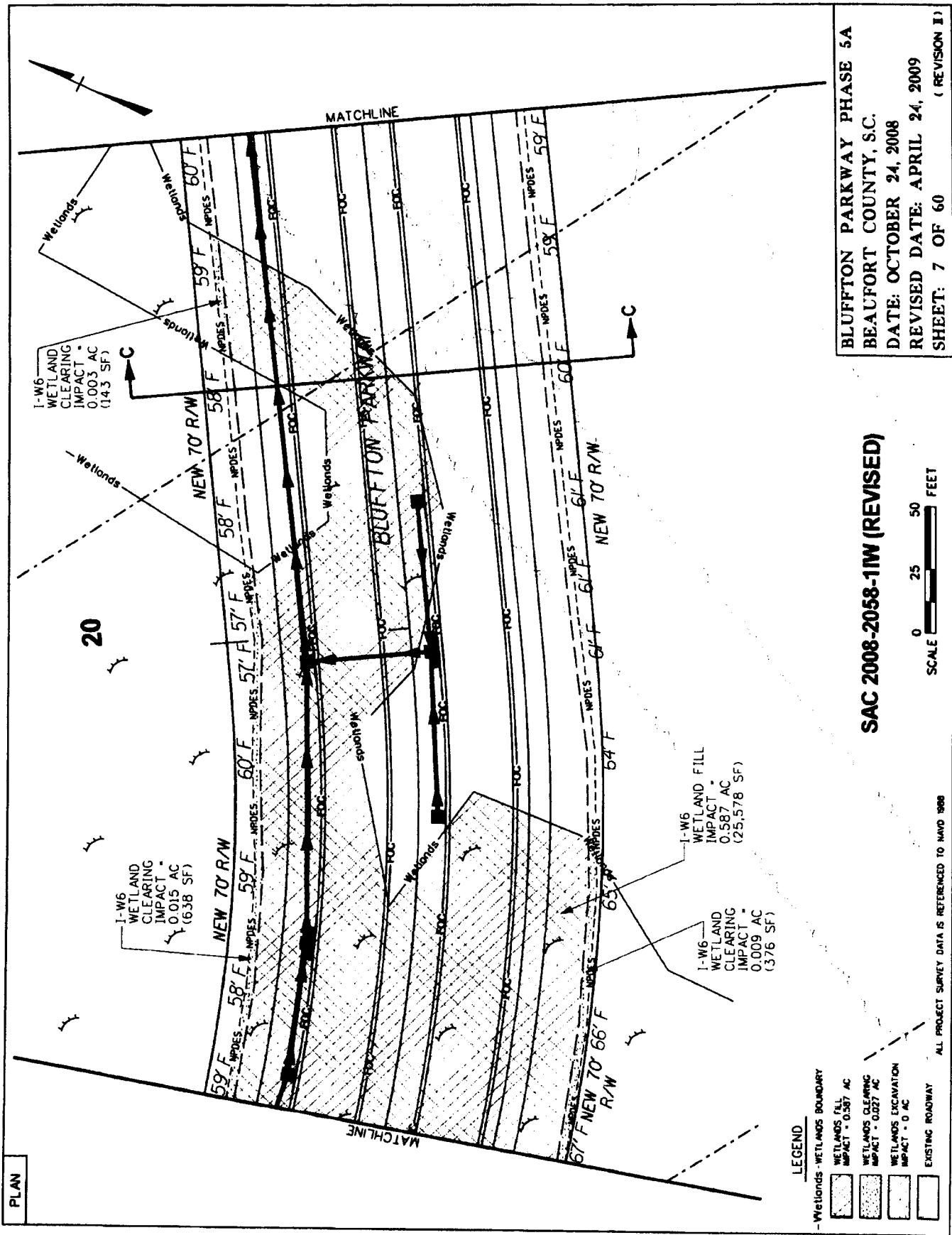


4/22/2009
1105123\50\sent from mobile\perm1.dwg\pd-06-X-sec1.dwg

SAC 2008-2058-1W (REVISED)

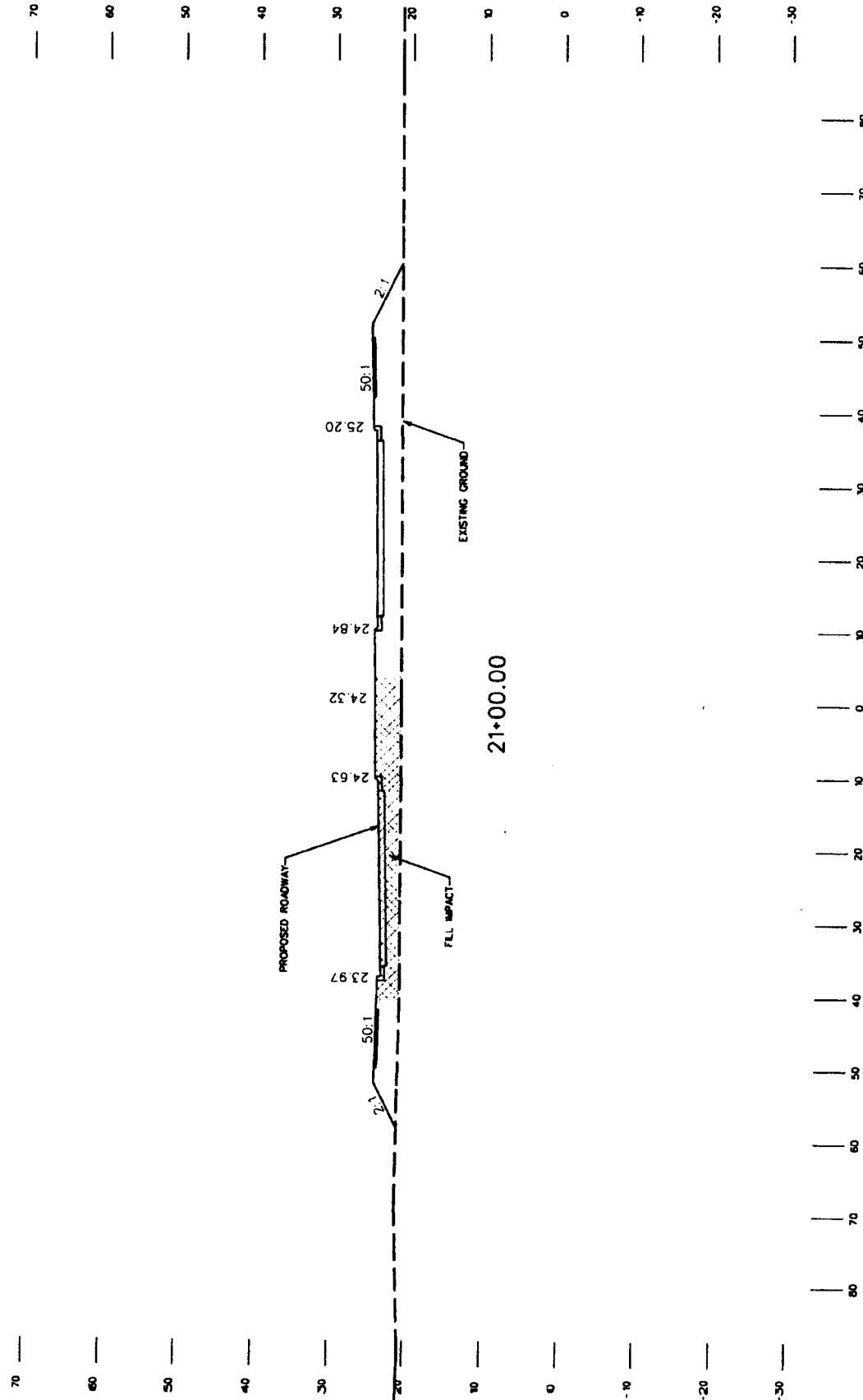
VERT. 0
HORIZ. 0
SCALE
20
20 FEET

BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 6 OF 60 (REVISION 1)



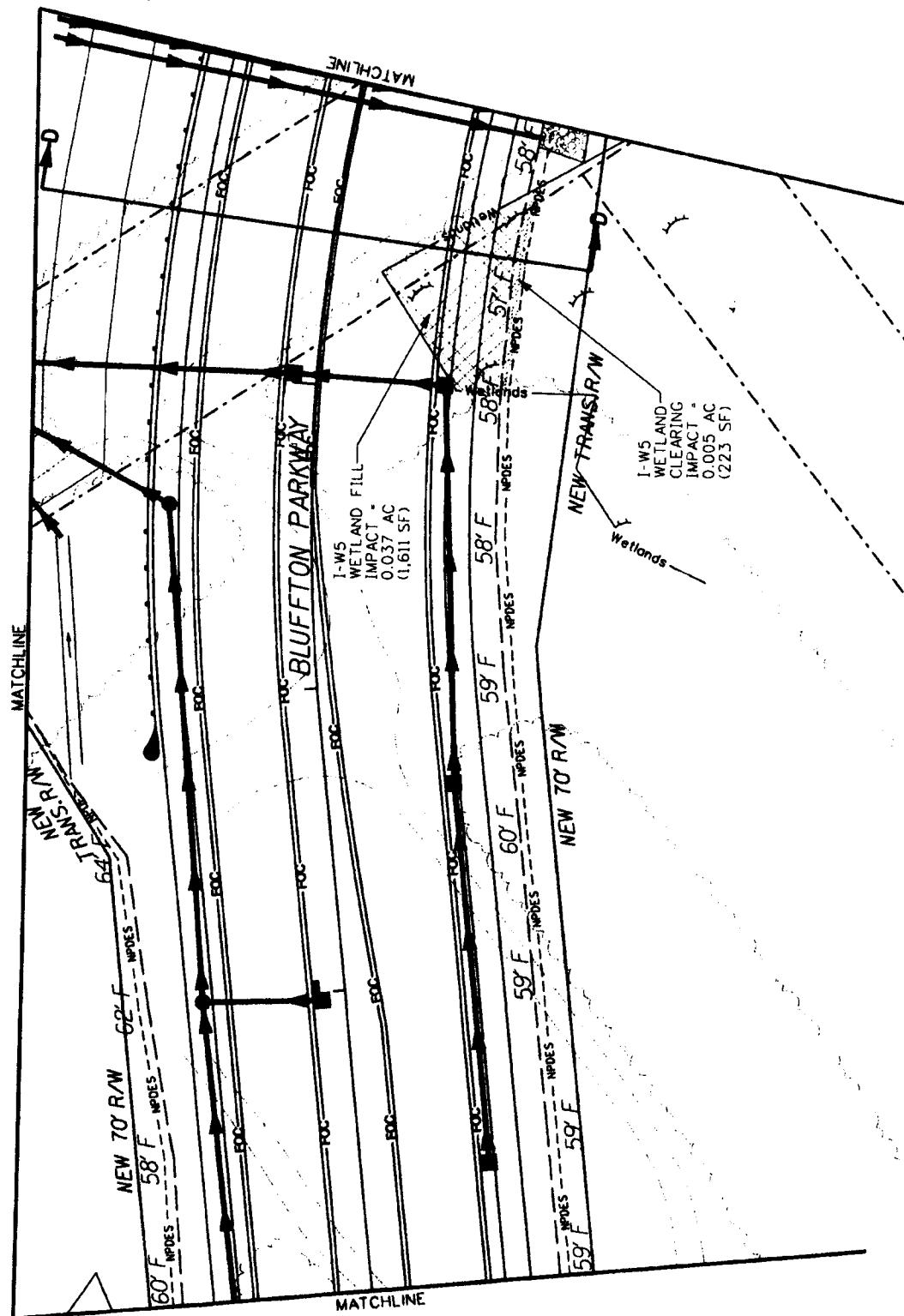
4/22/2009
E:\05123\50\an

SECTION C - C



SAC 2008-2058-1W (REVISED)

114



SAC 2008-2058-1W (REVISED)

BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 9 OF 60
C (REVISION 1)

SCALE FEET

LEGEND

WETLANDS - BOUNDARY

WEILANES FILM
MEETACHT : 0057 AC

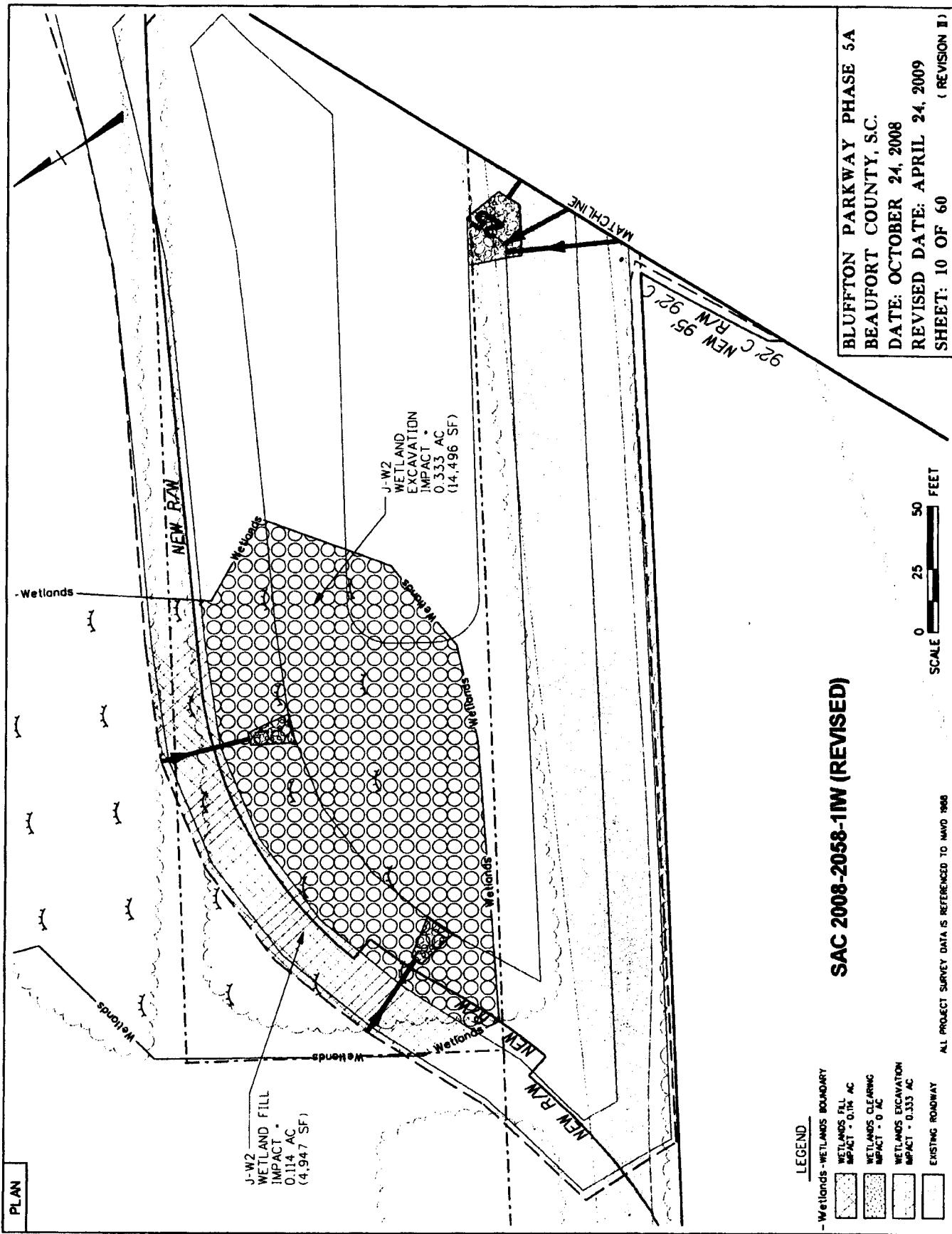
WETLANDS CLEARING
SUBAST - CLEARE AC

EXISTENCE PROBLEMS

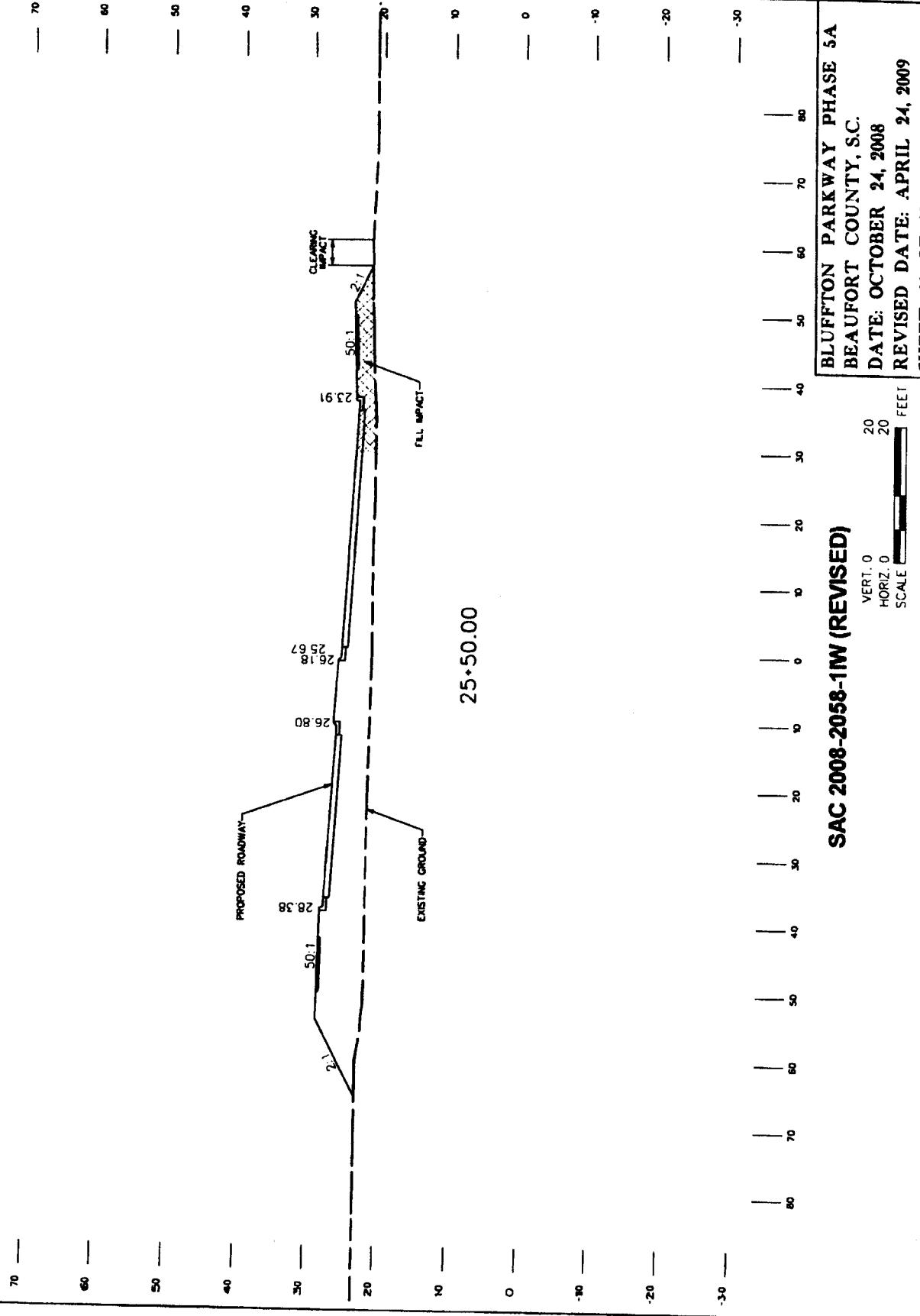
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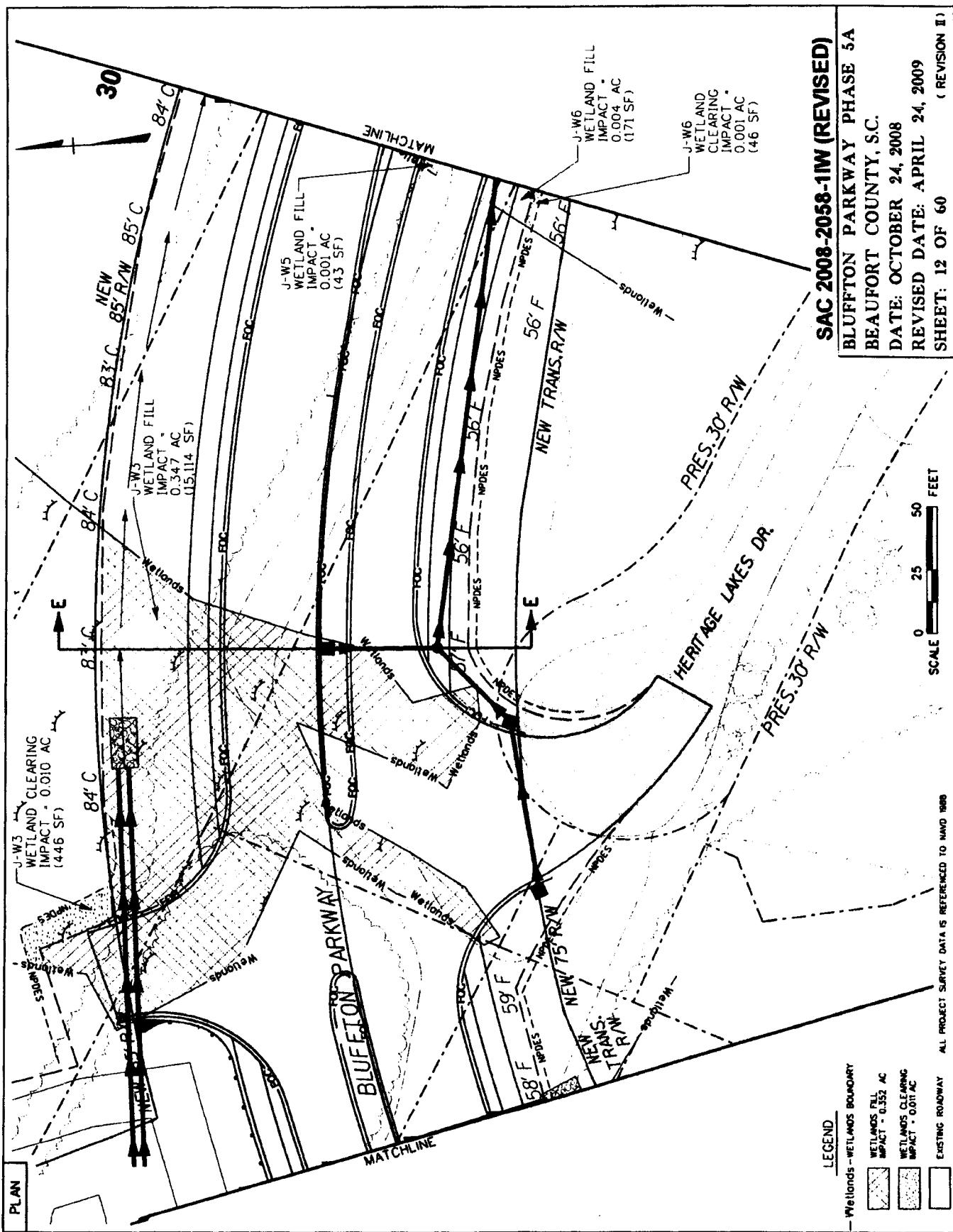
THE JOURNAL OF CLIMATE VOL. 18, NO. 10, OCTOBER 2005

4/22/2009



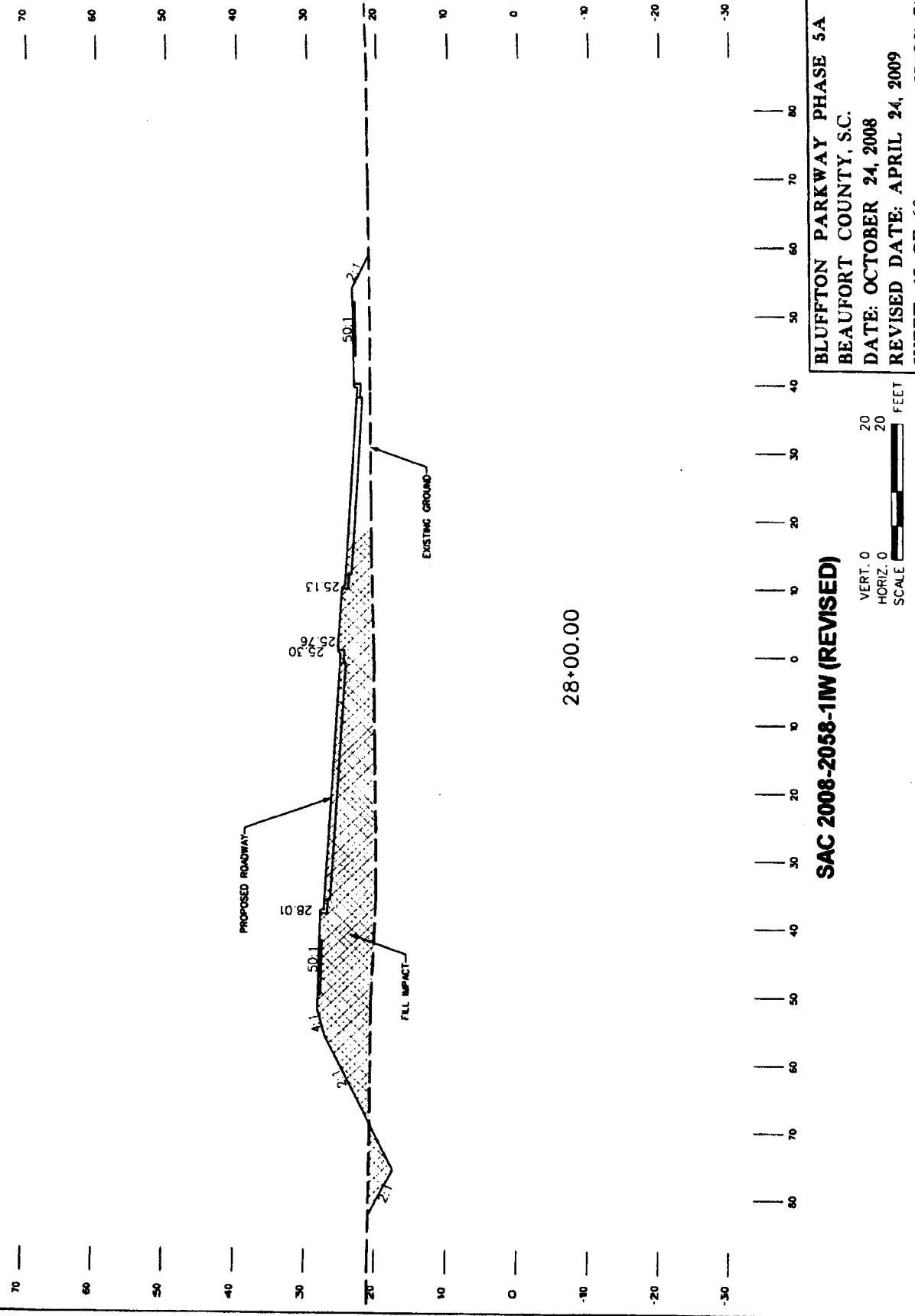
SECTION D - D

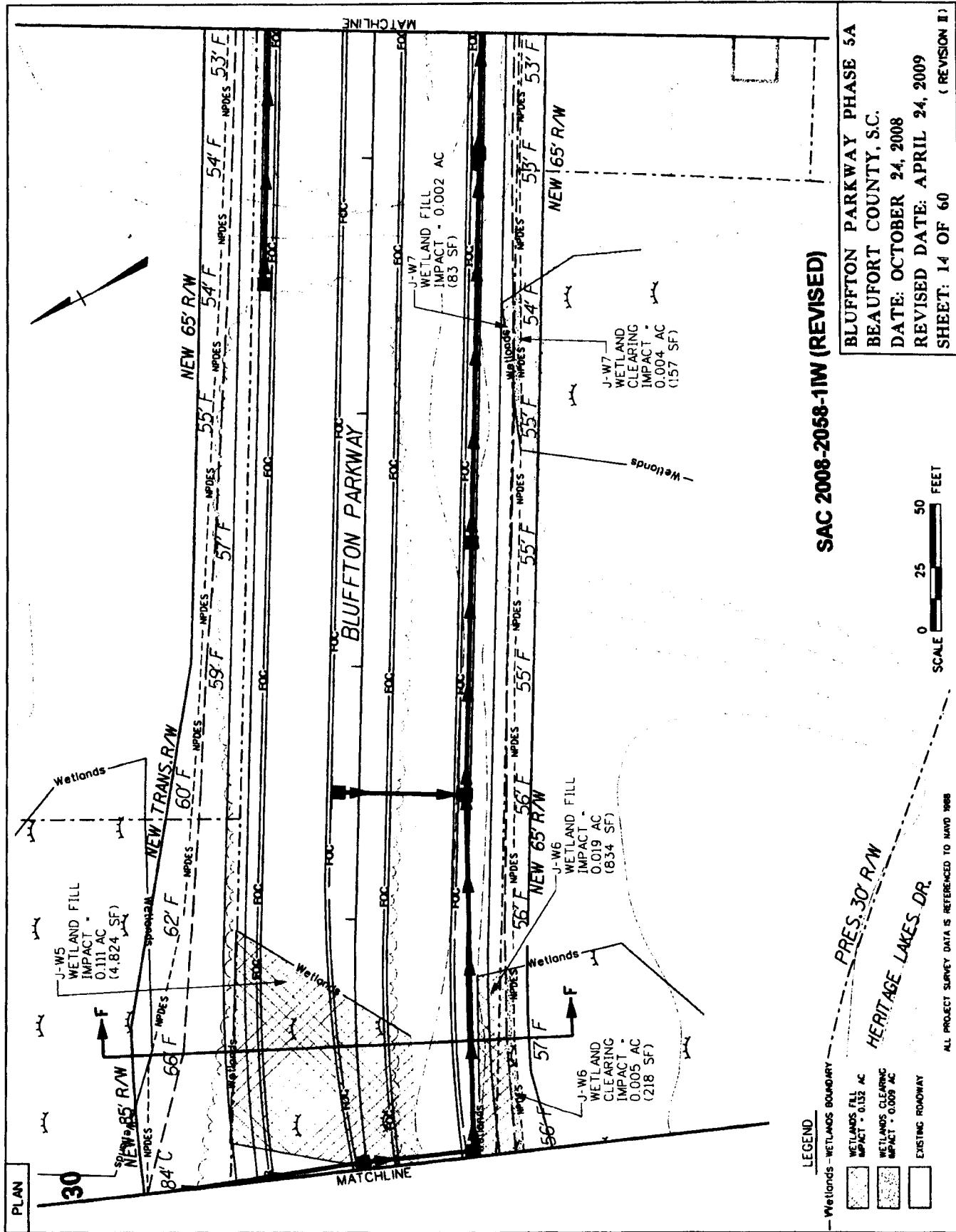




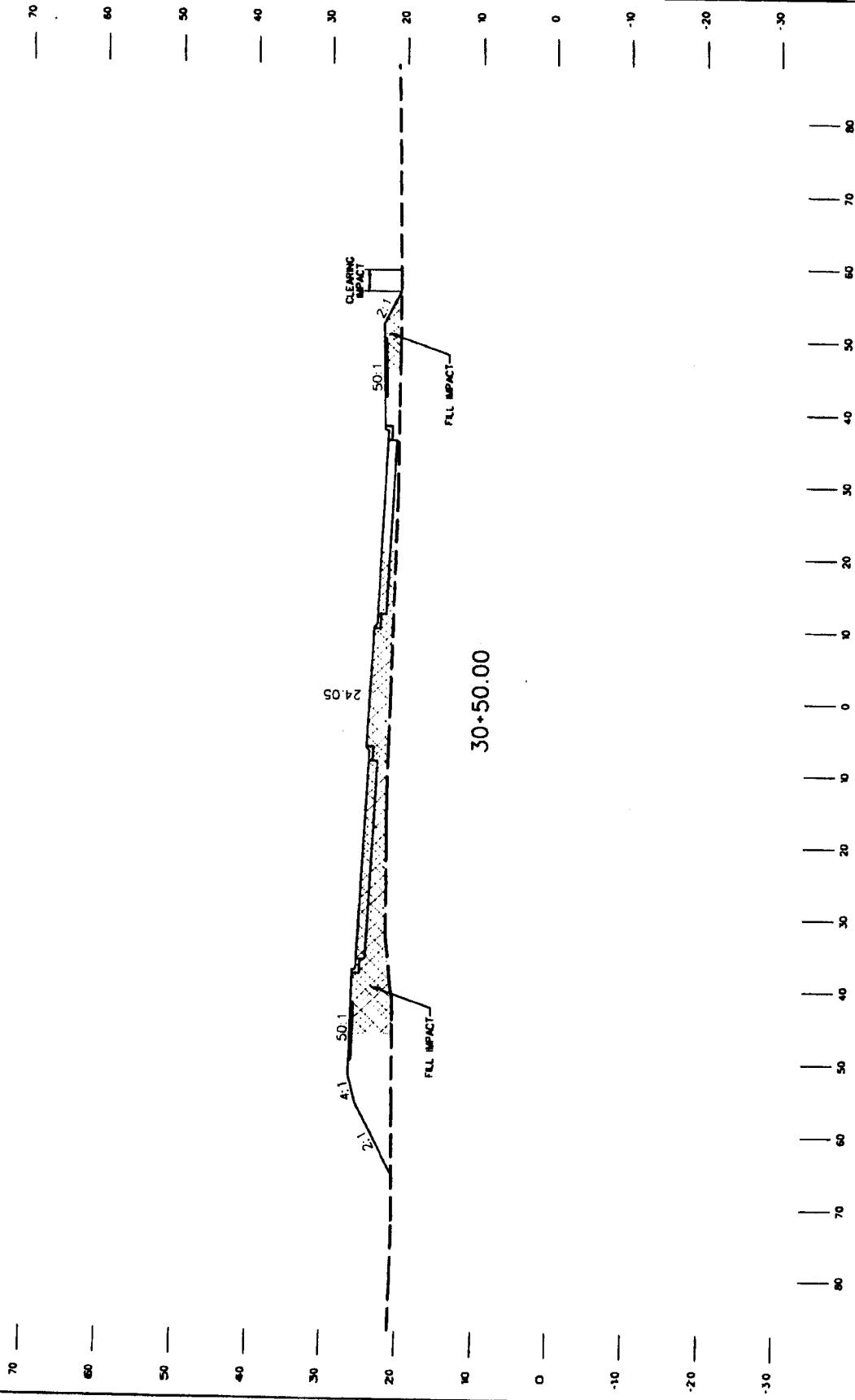
4/22/2009

SECTION E - E





SECTION F - F



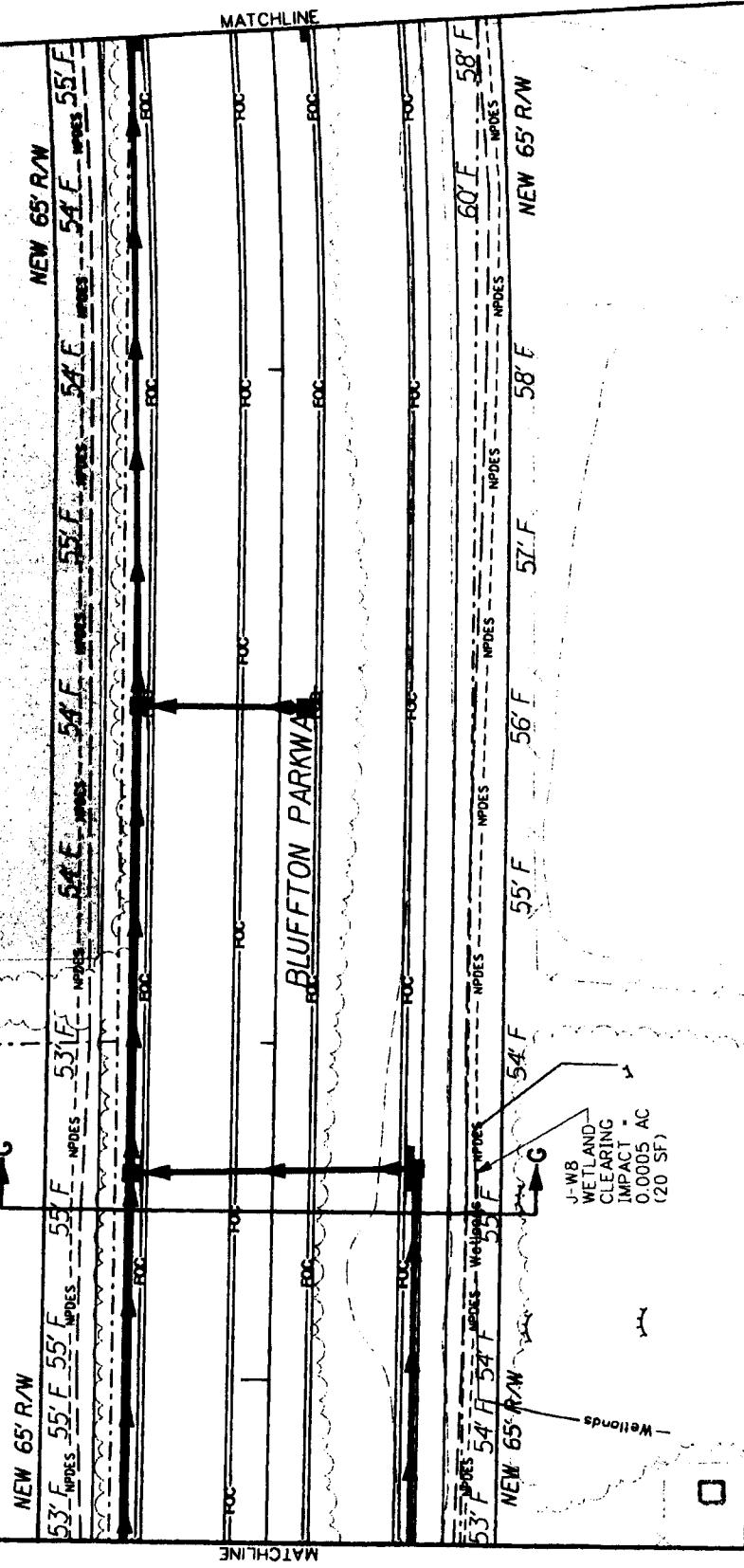
BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 15 OF 60 (REVISION II)

VERT. 0 20
HORIZ. 0 20
SCALE FEET

SAC 2008-2058-1W (REVISED)

PLAN

35



LEGEND

- Wetlands - WETLANDS BOUNDARY
- [Filled square] WETLANDS FULL
- [Hatched square] WETLANDS CLEARING IMPACT - 0.0005 AC
- [Empty square] EXISTING ROADWAY

4/22/2009
E105123/50-Valentia Dam/1000-ft. drawings.vsd - 16_Plan.dwg

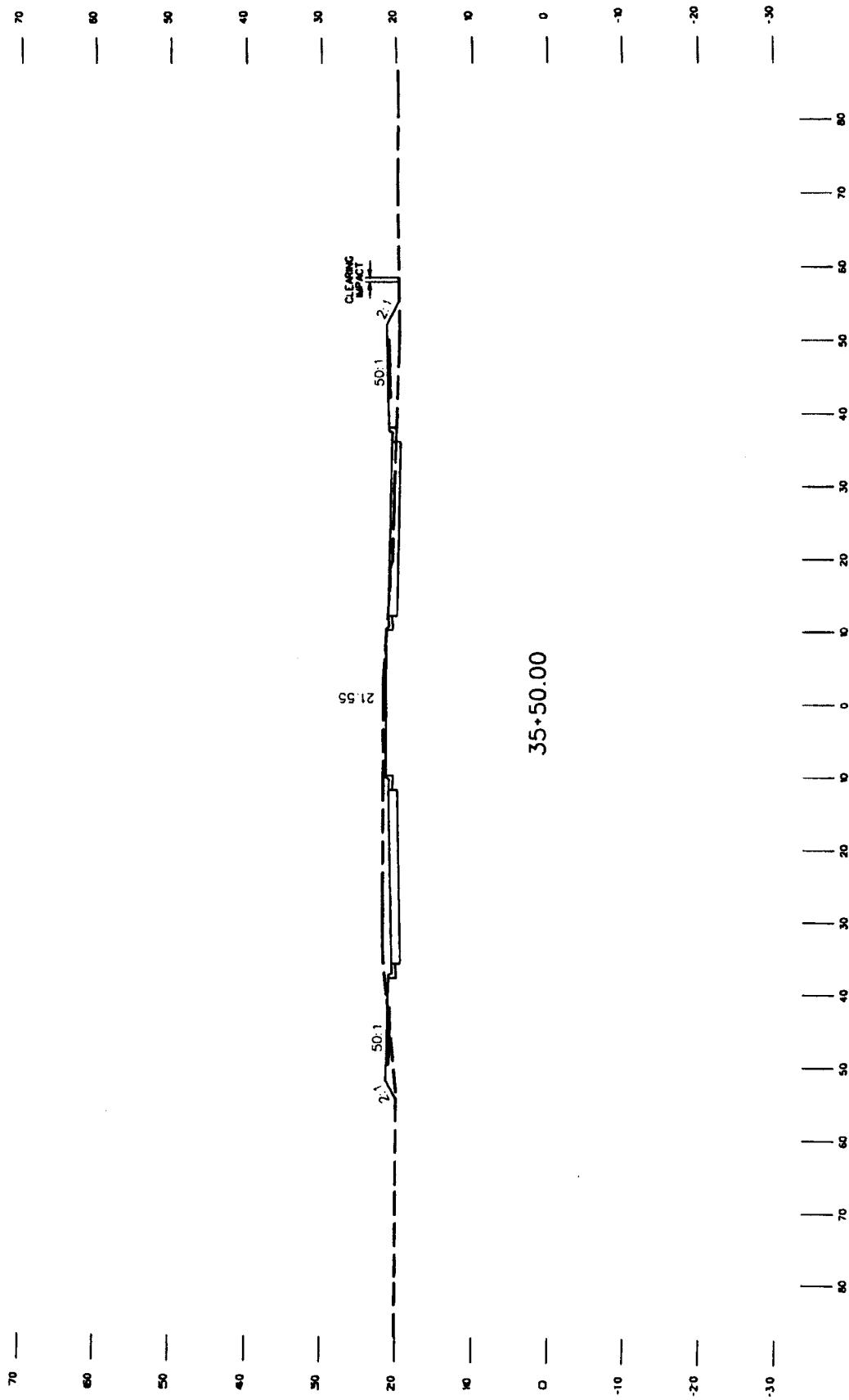
SAC 2008-2058-1IW (REVISED)

BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 16 OF 60 (REVISION 1)

SCALE 0 25 50 FEET

ALL PROJECT SURVEY DATA IS REFERENCED TO NAVO 1988

SECTION C - C

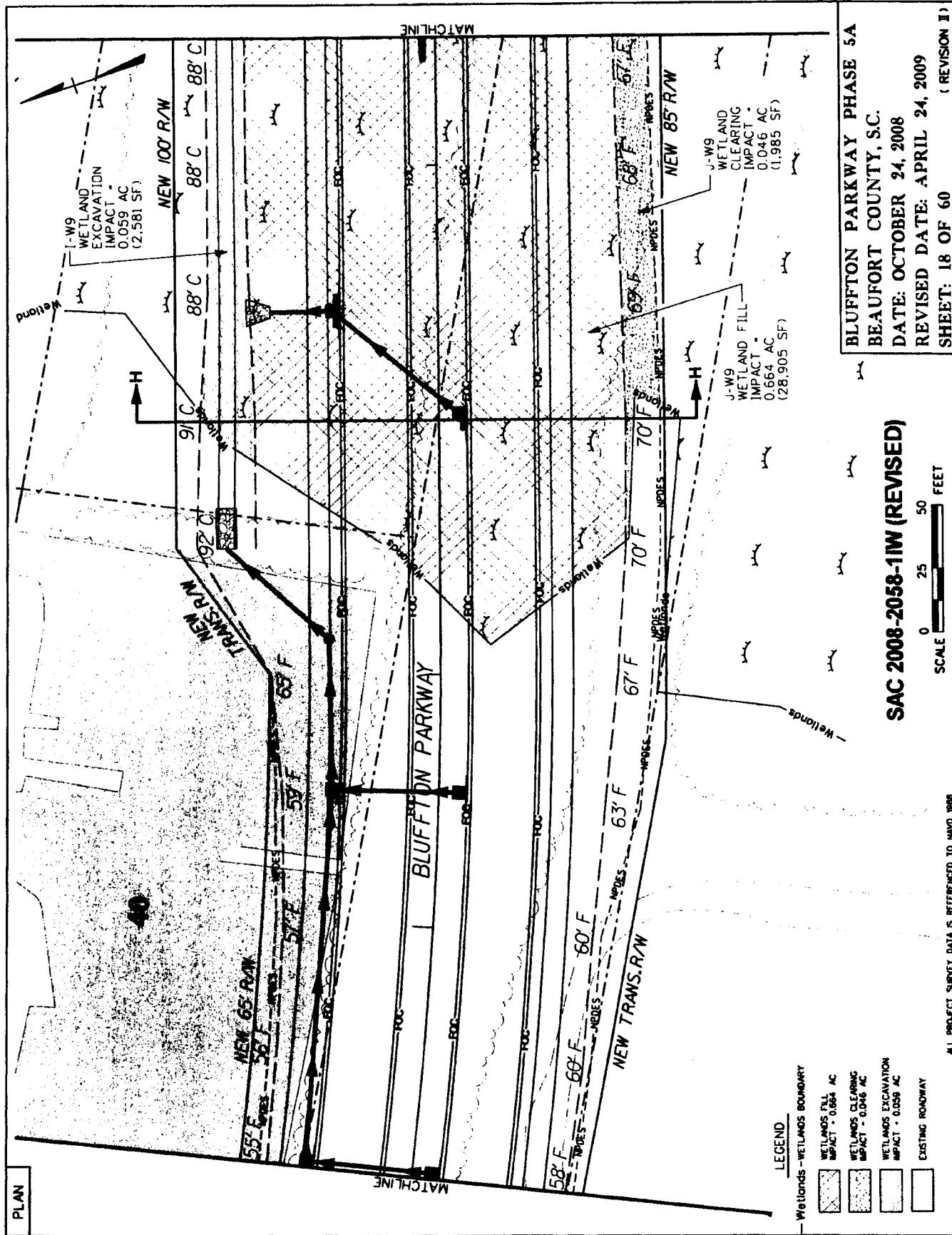


SAC 2008-2058-1IW (REVISED)

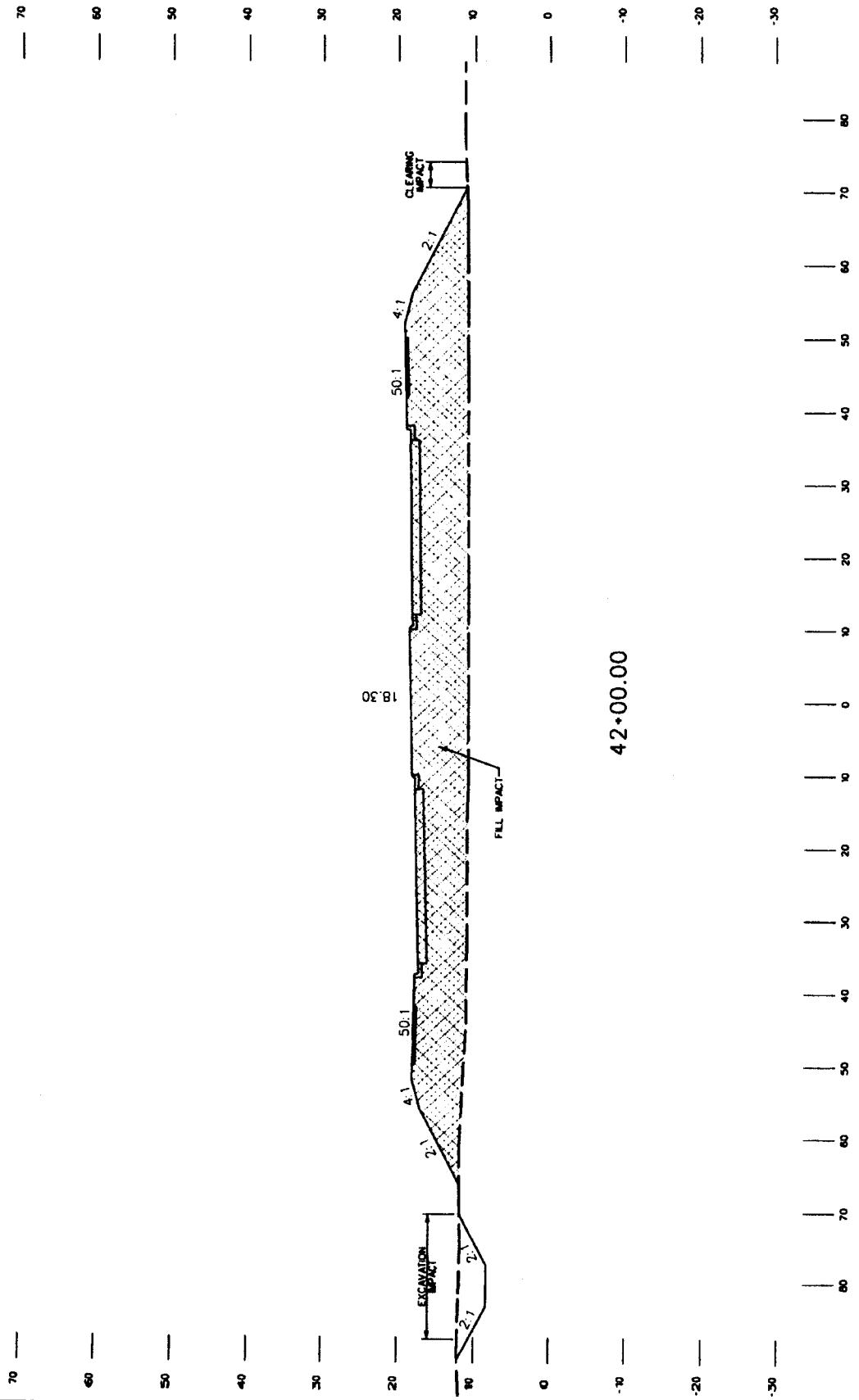
4/22/2009
4105123\50\new or modified\perm1\drawings\pd-17-X-sec1.dwg

BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 17 OF 60 (REVISION II)

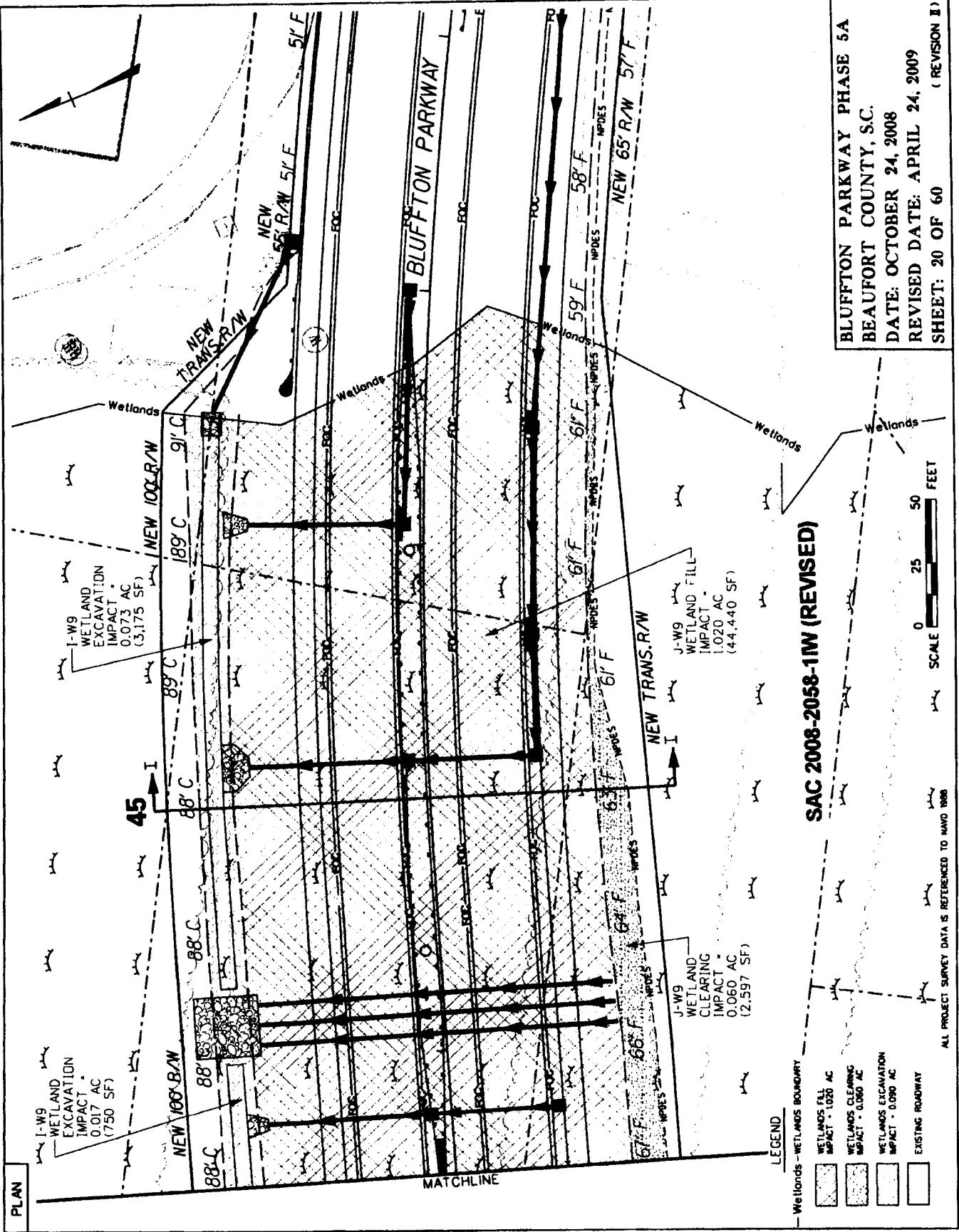
VERT. 0
HORIZ. 0
SCALE 20
20 FEET



SECTION H - H



BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 19 OF 60 (REVISION II)

PLAN**BLUFFTON PARKWAY PHASE 5A**

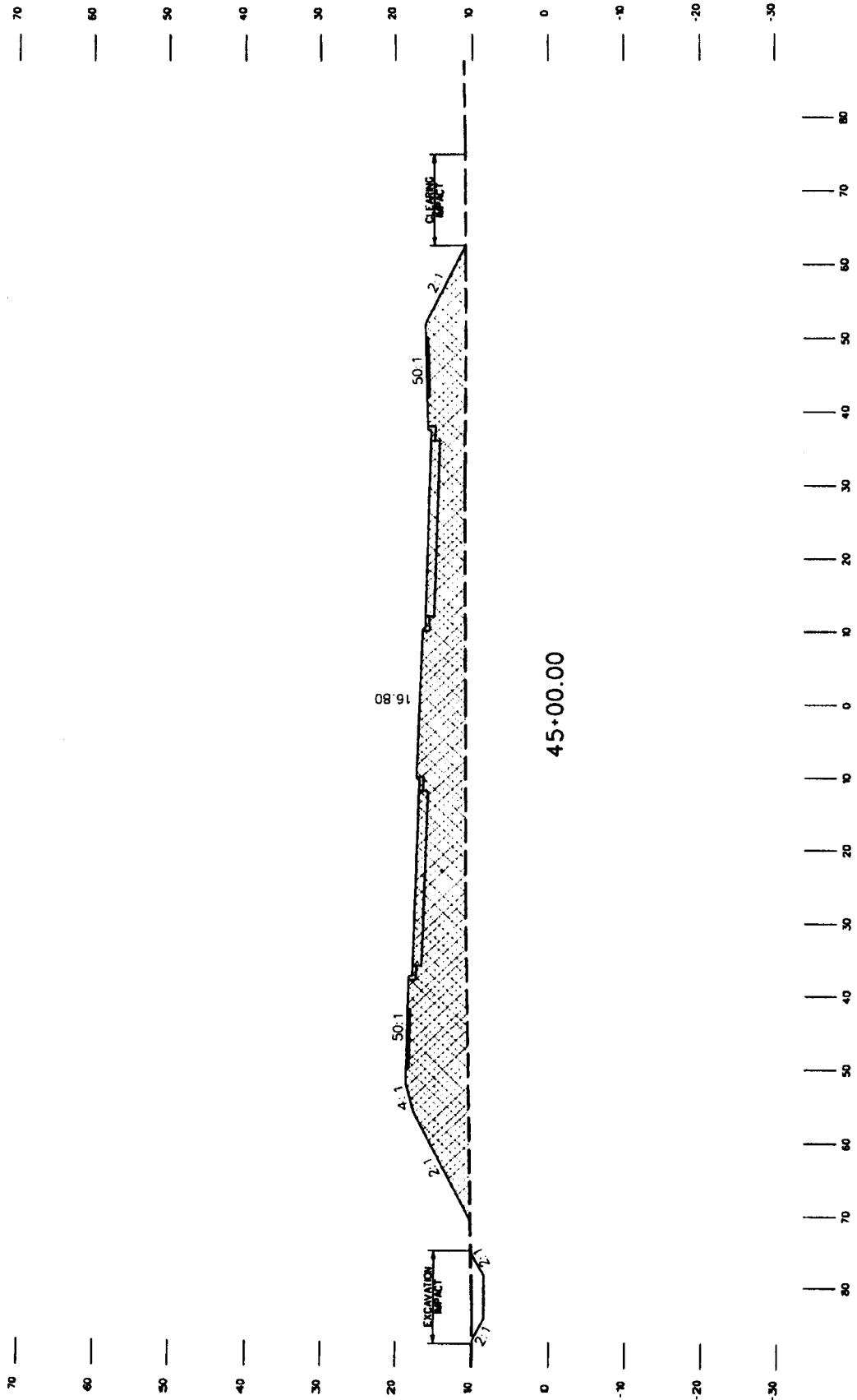
BEAUFORT COUNTY, S.C.

DATE: OCTOBER 24, 2008

REVISED DATE: APRIL 24, 2009

SHEET: 20 OF 60 (REVISION II)

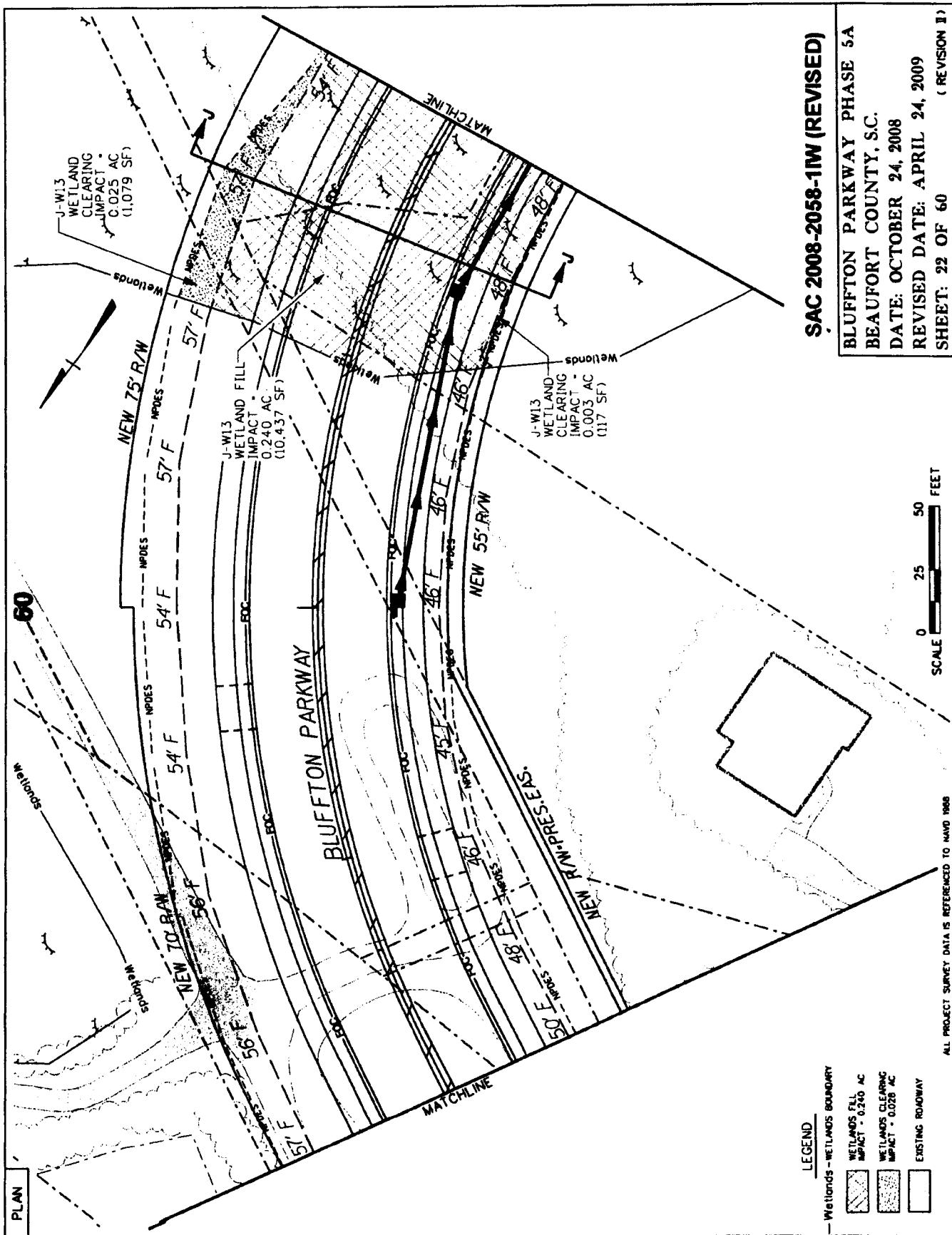
SECTION I - I



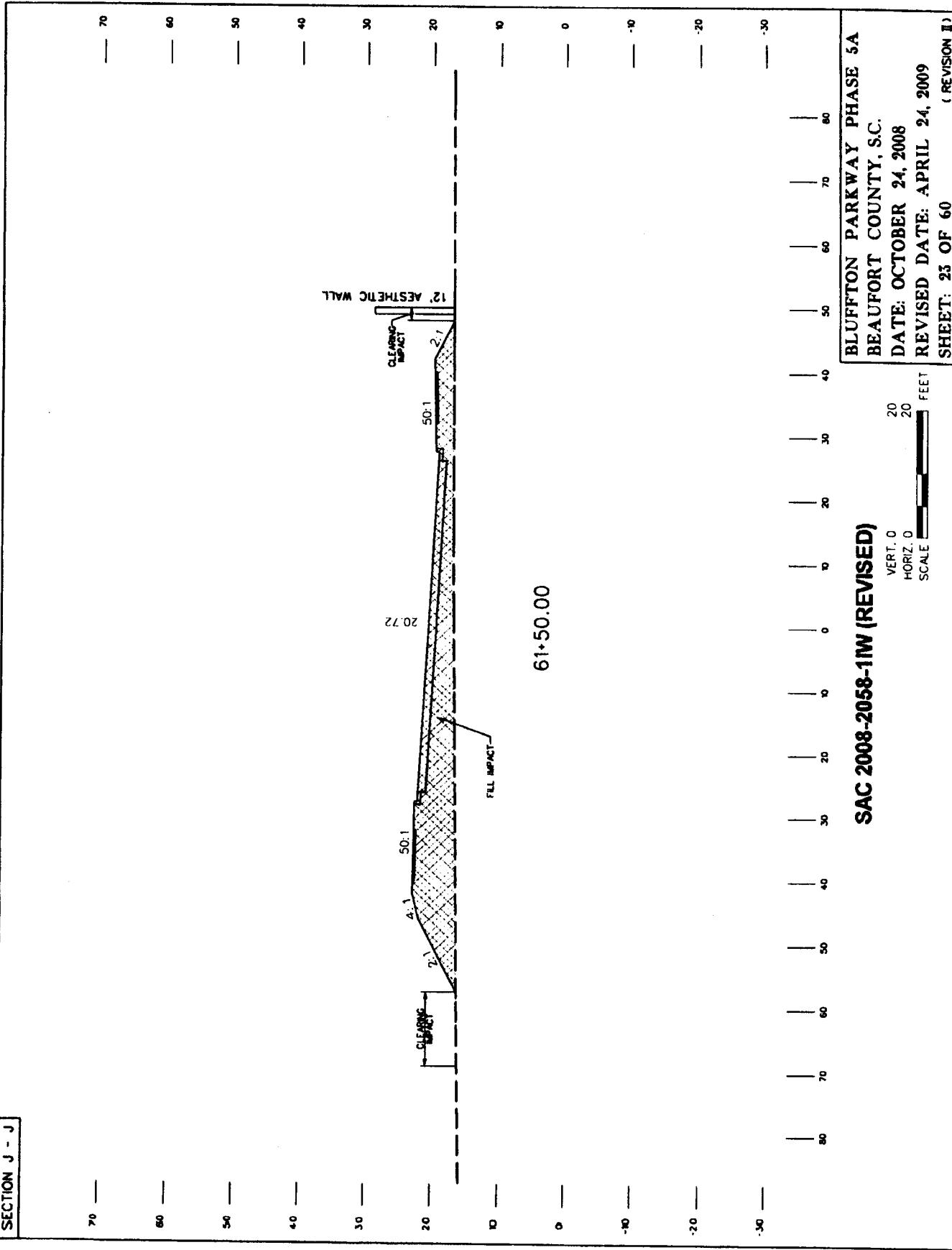
BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 21 OF 60 (REVISION 1)

VERT. 0
HORIZ. 0
SCALE
20
20
FEET

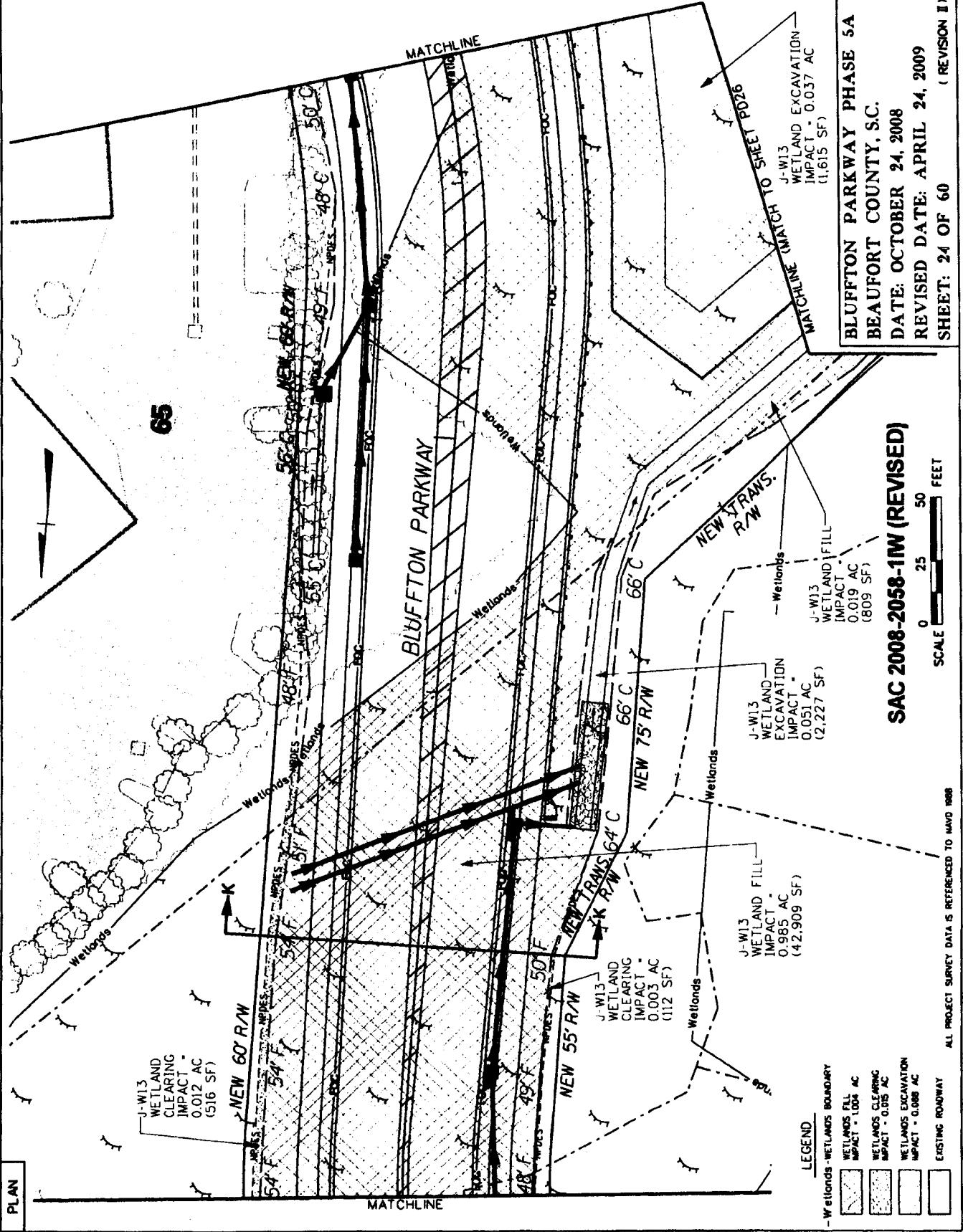
SAC 2008-2058-1NW (REVISED)



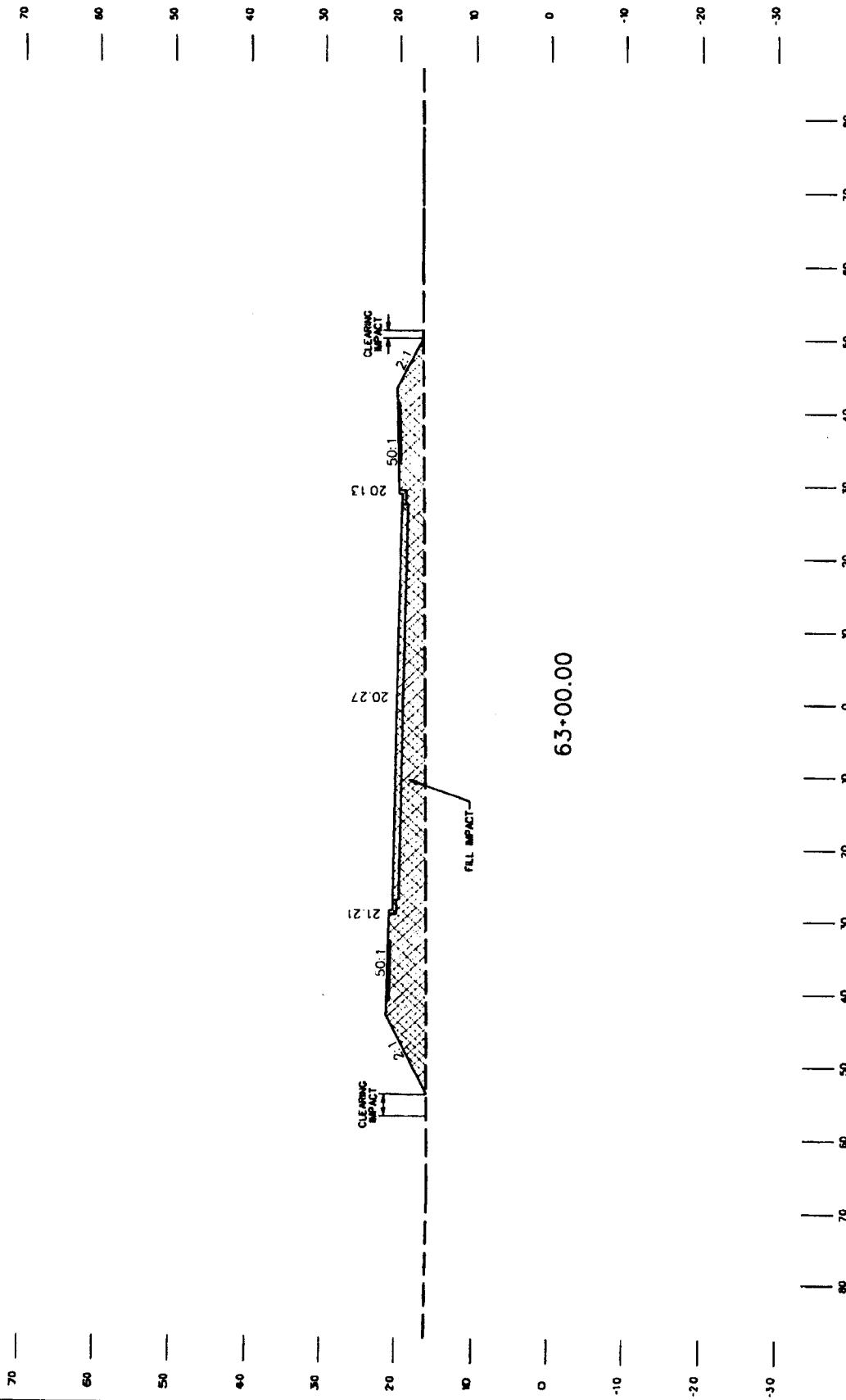
SECTION J - J



PLAN



SECTION K - K

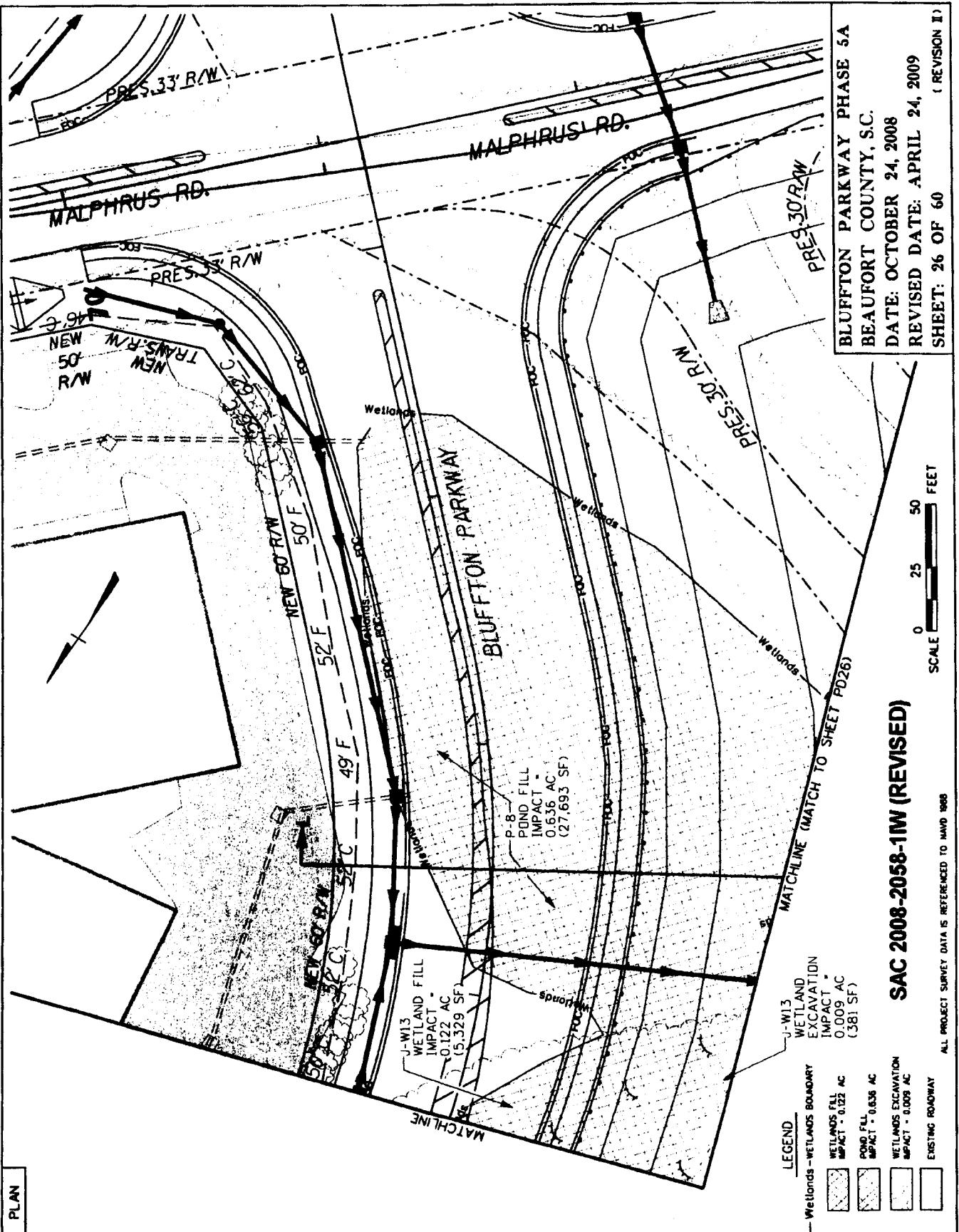


BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 25 OF 60 (REVISION II)

20
20
FEET
VERT. 0
HORIZ. 0
SCALE

SAC 2008-2058-1W (REVISED)

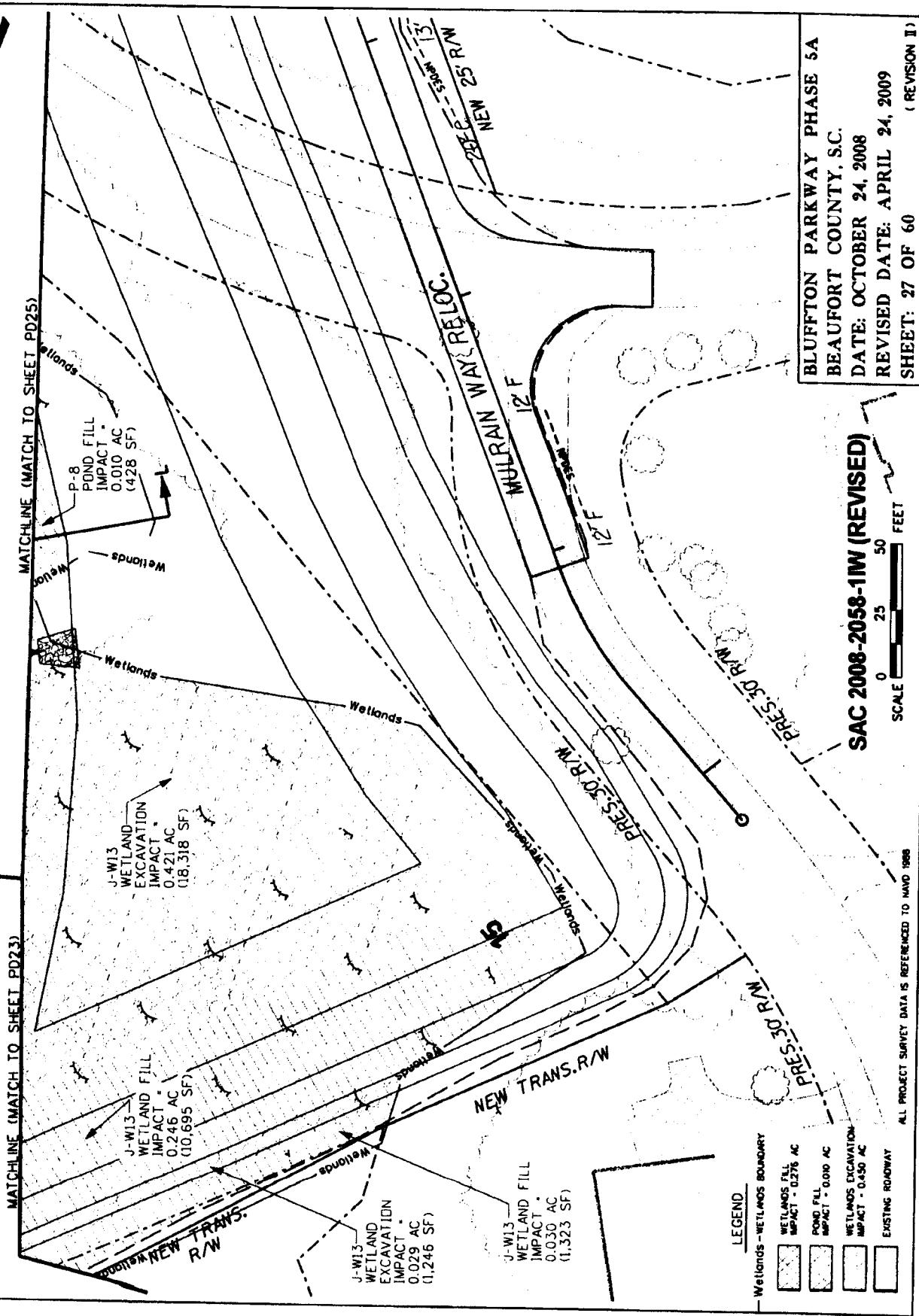
PLAN



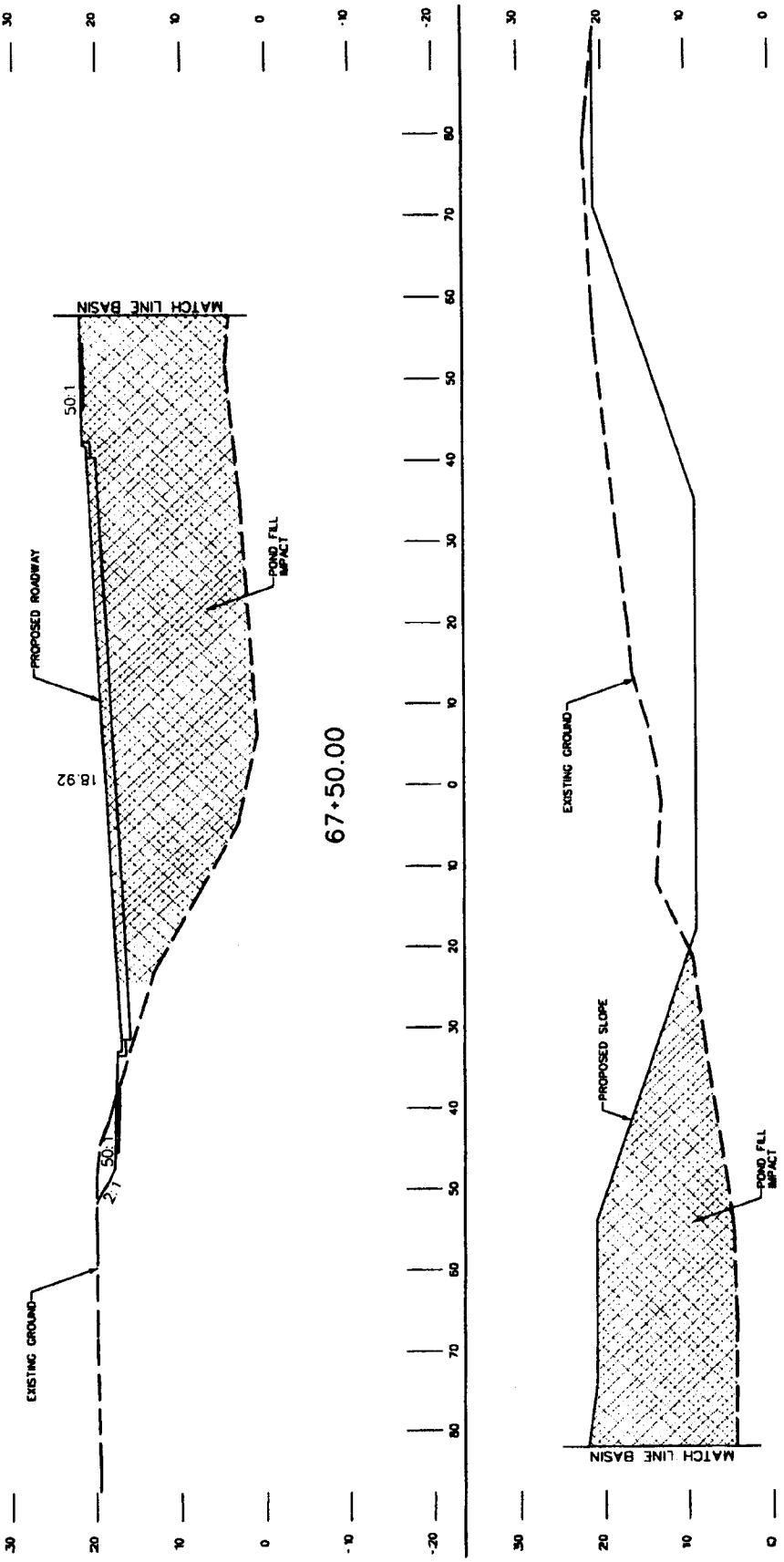
BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 26 OF 60 (REVISION 1)

SCALE
0 25 50 FEET

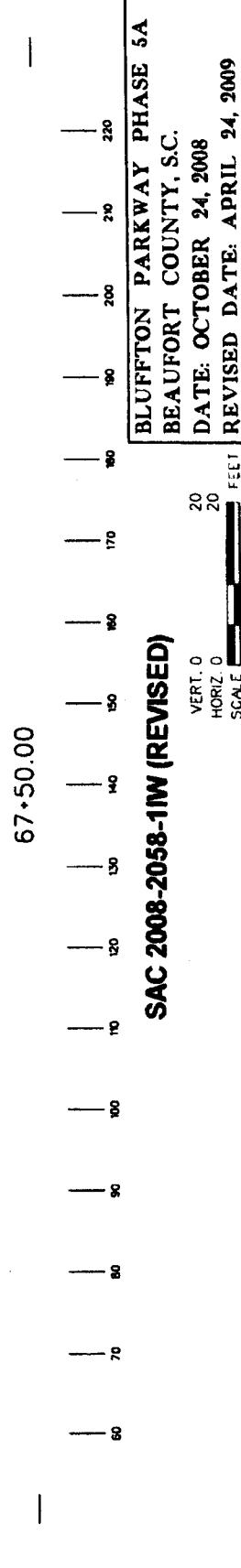
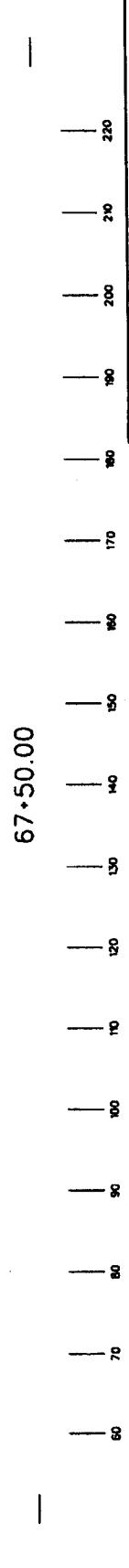
PLAN



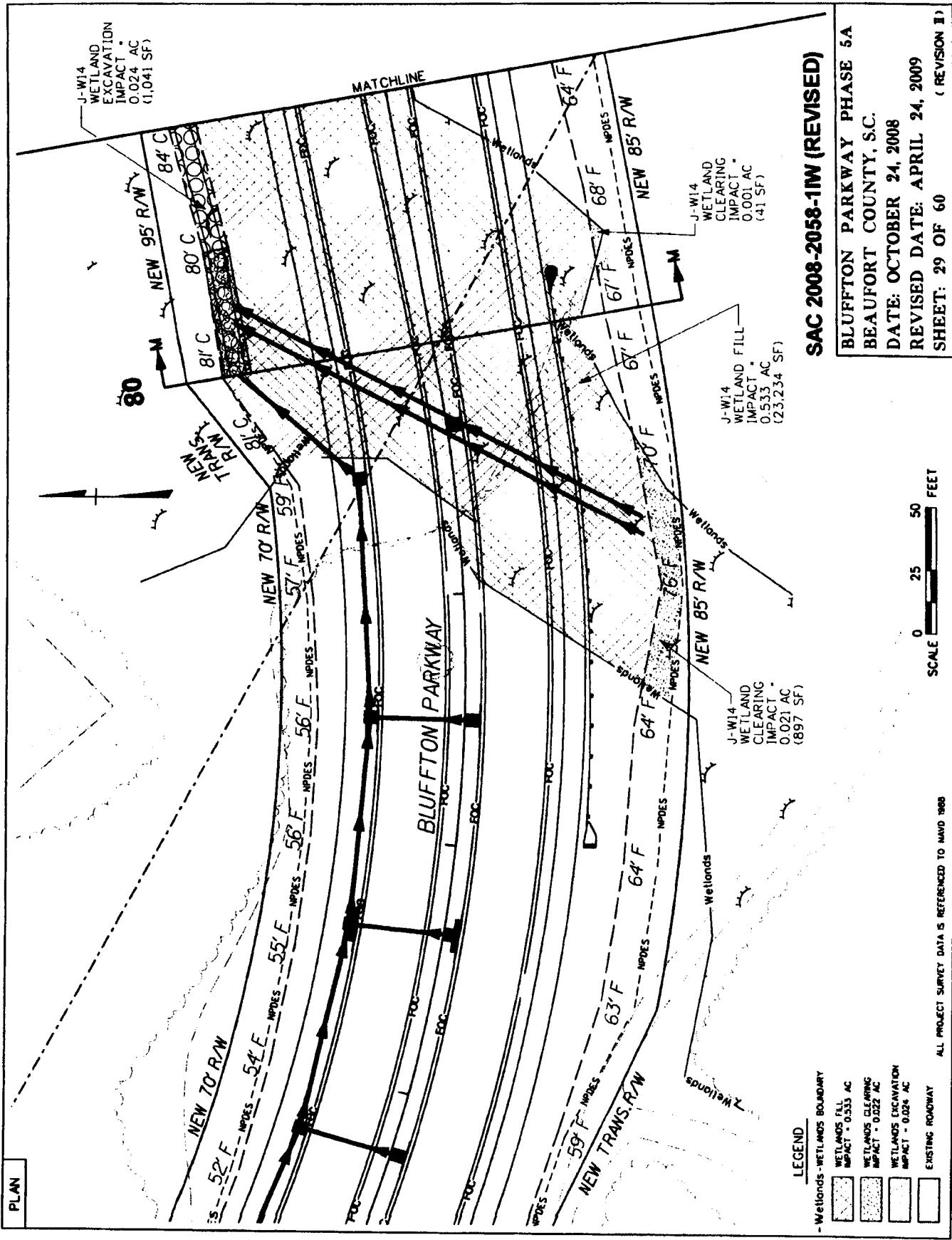
SECTION L - L



67+50.00

**SAC 2008-2058-1W (REVISED)**1/22/2009
105123\5\environmental\department\drawings\pdf-28-X-sections.dwgVERT: 0
HORIZ: 0
SCALE: 20
20 FEET**BLUFFTON PARKWAY PHASE 5A**
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 28 OF 60 (REVISION II)

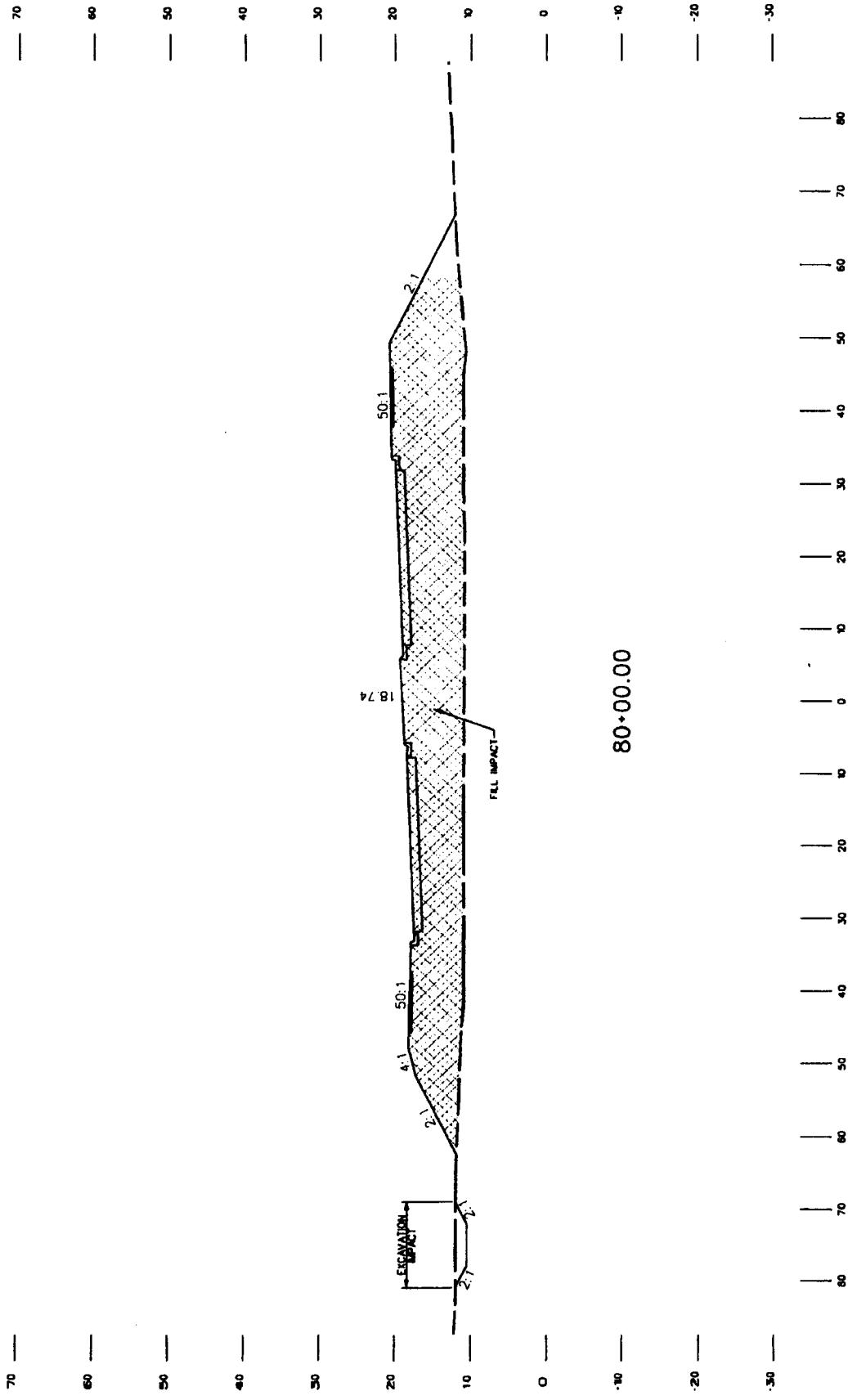
PLAN

**SAC 2008-2058-1W (REVISED)**

BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 29 OF 60 (REVISION 1)

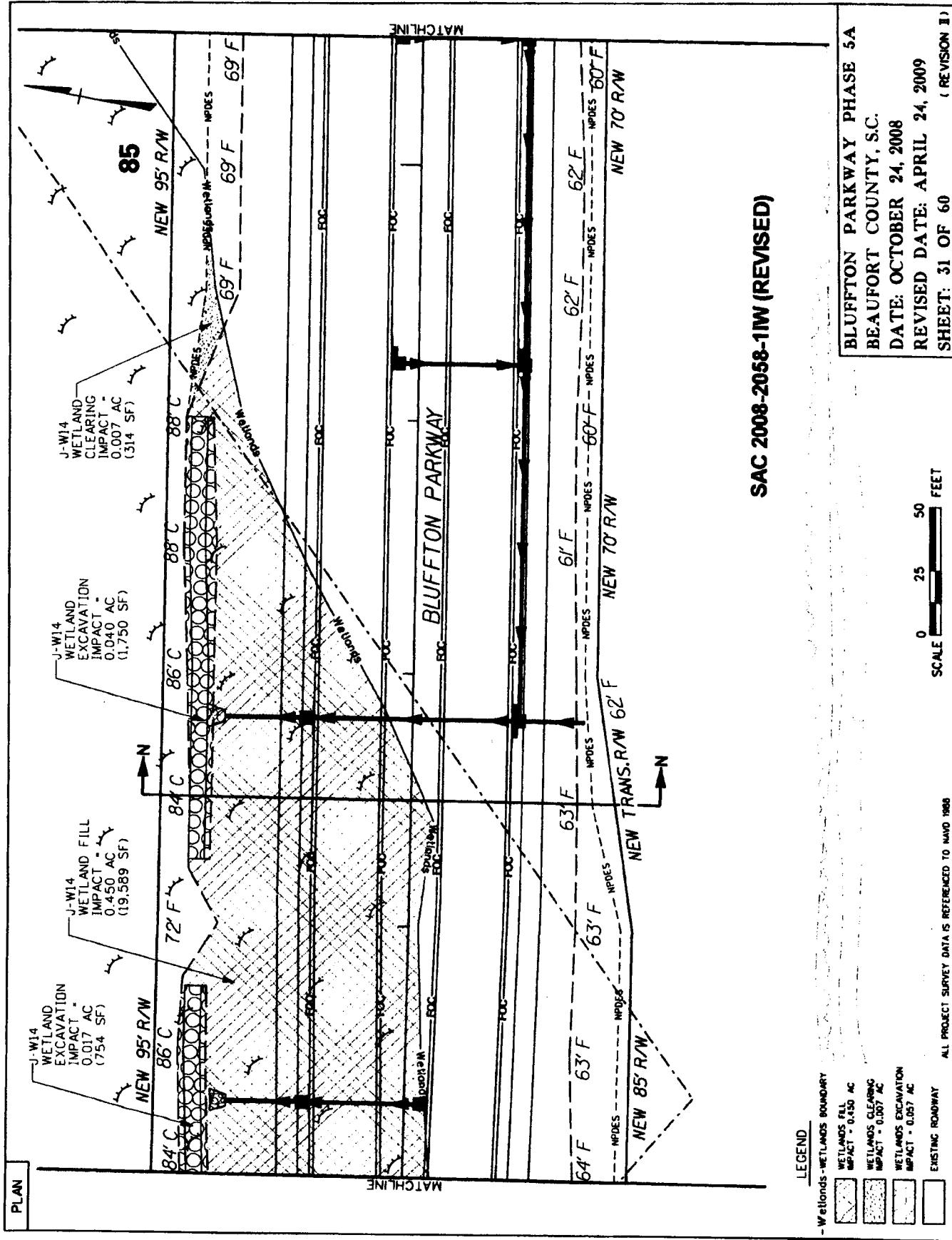
SCALE
0 25 50 FEET

SECTION M - M



BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 30 OF 60 (REVISION II)

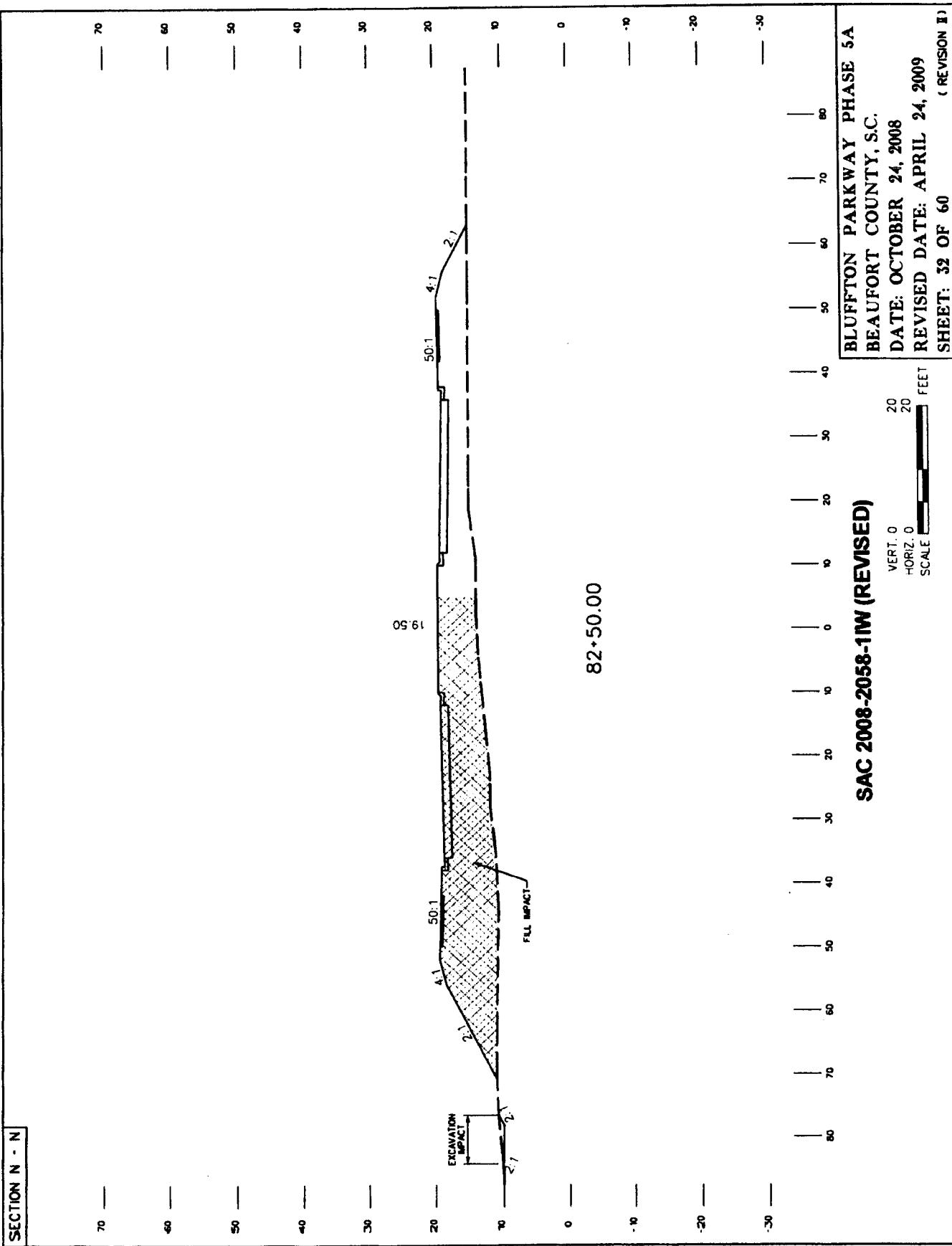
SAC 2008-2058-1W (REVISED)



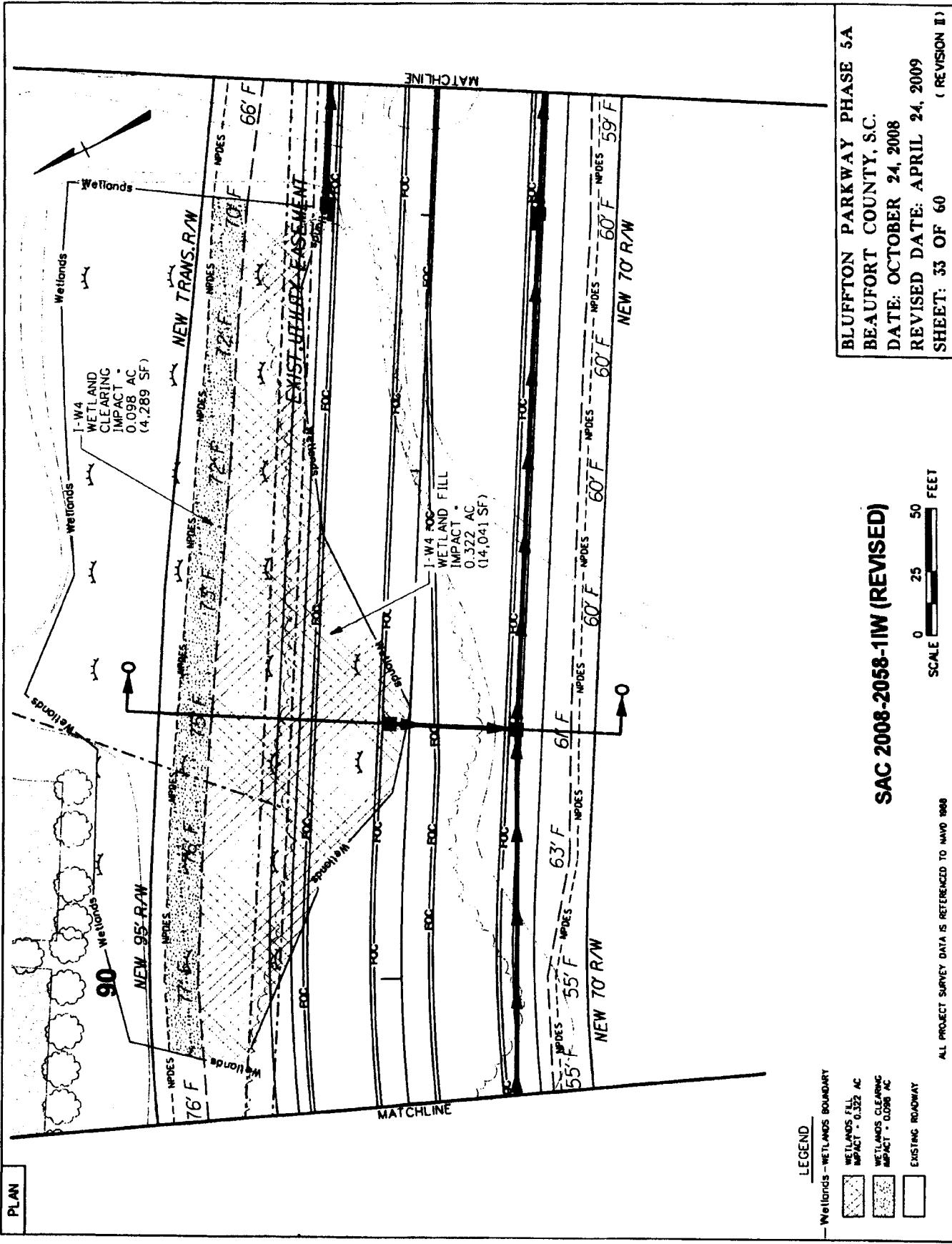
BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 31 OF 60 (REVISION 1)

SCALE 0 25 50 FEET

SECTION N - N



PLAN



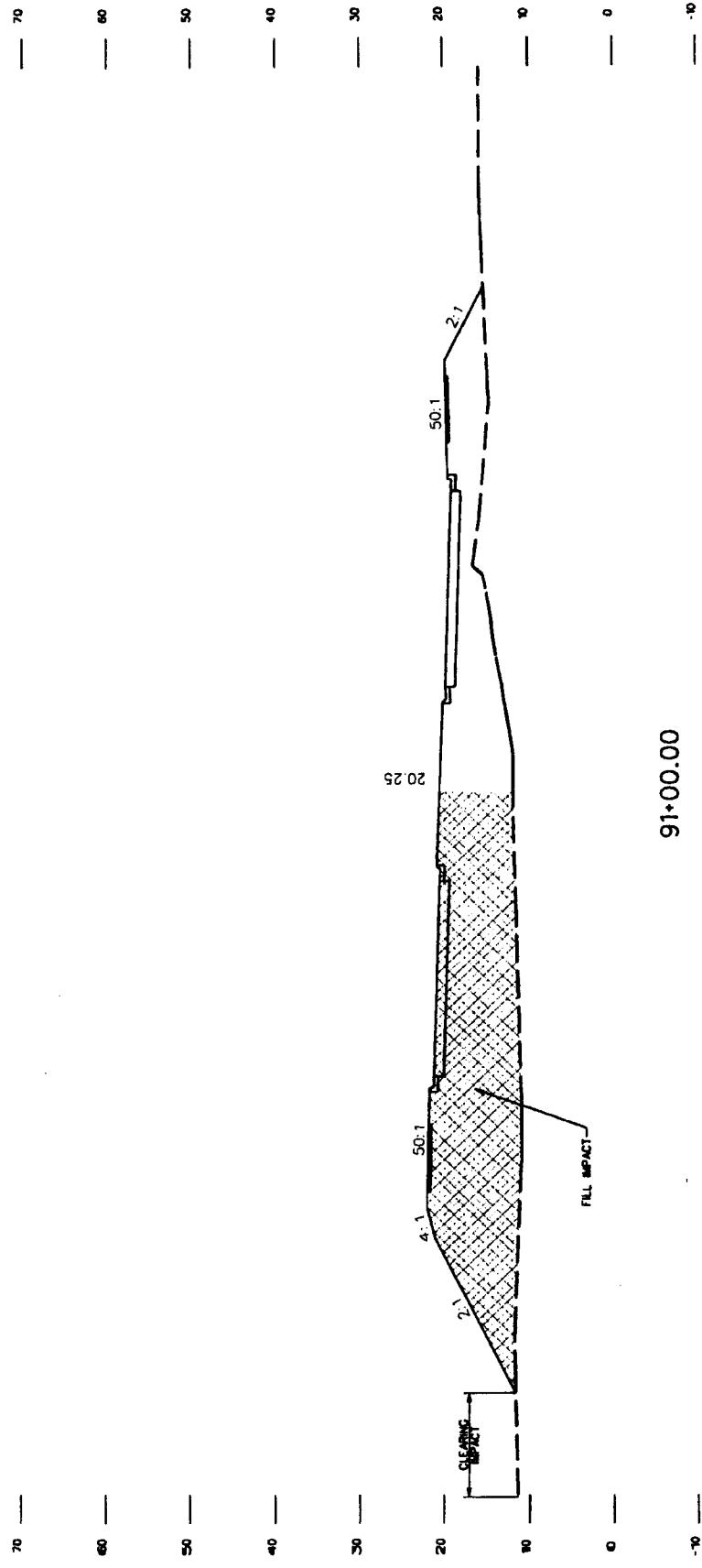
BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 33 OF 60 (REVISION II)

4/27/2009 10:51:50 AM (not to scale)

4/27/2009 10:51:50 AM (not to scale)

4/27/2009 10:51:50 AM (not to scale)

SECTION 0 - 0



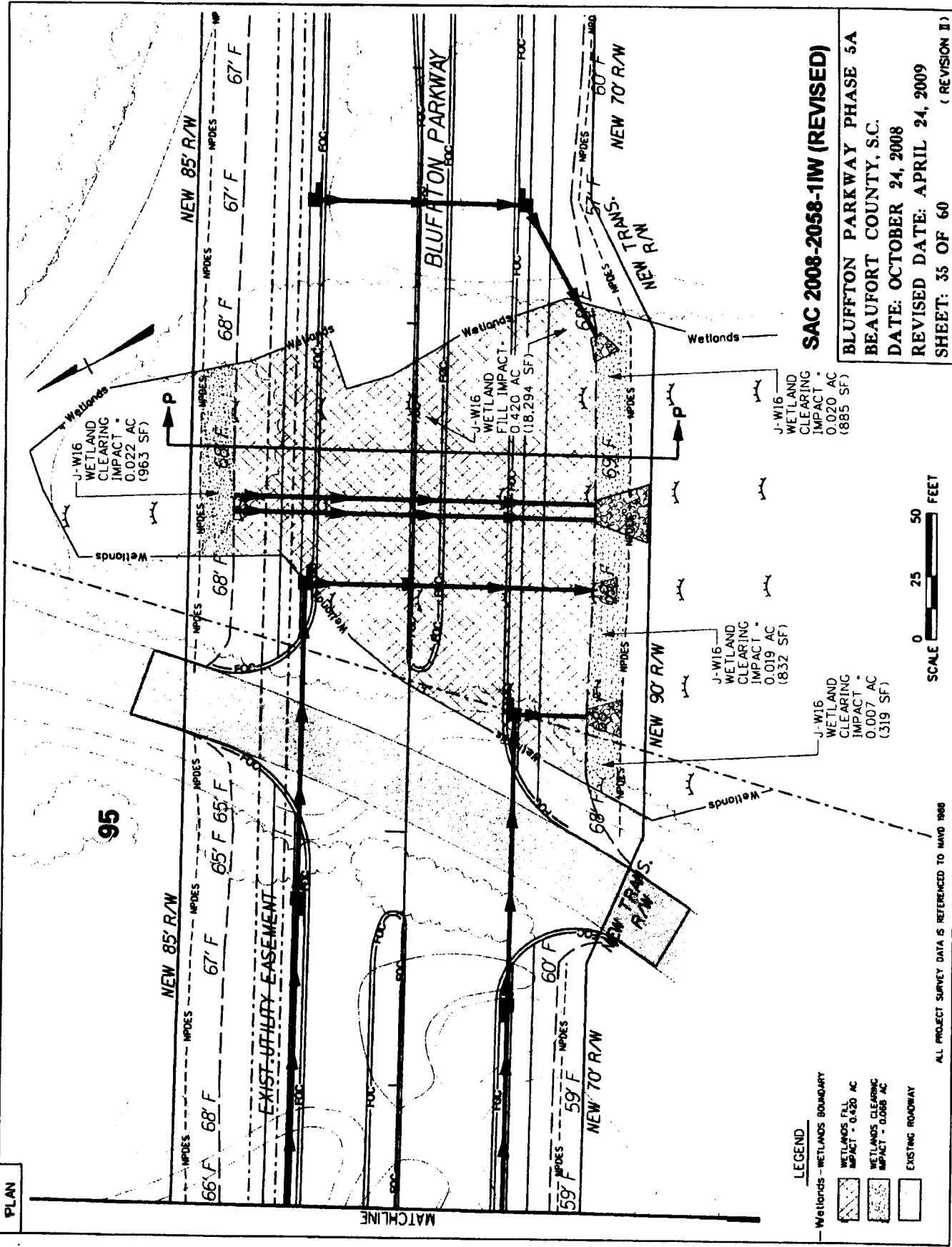
4/22/2009 1452350\surf\contourlayer.mif\contours\vd-34-x-sec1.dwg

BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 34 OF 60 (REVISION II)

VERT. 0
HORIZ. 0
20
20
SCALE
FEET

SAC 2008-2058-1NW (REVISED)

PLAN



4/22/2008 \SO\135\Surveyor\Interpret\drawings\4d-35-Plan.dwg

SAC 2008-2058-1W (REVISED)

BLUFFTON PARKWAY PHASE 5A

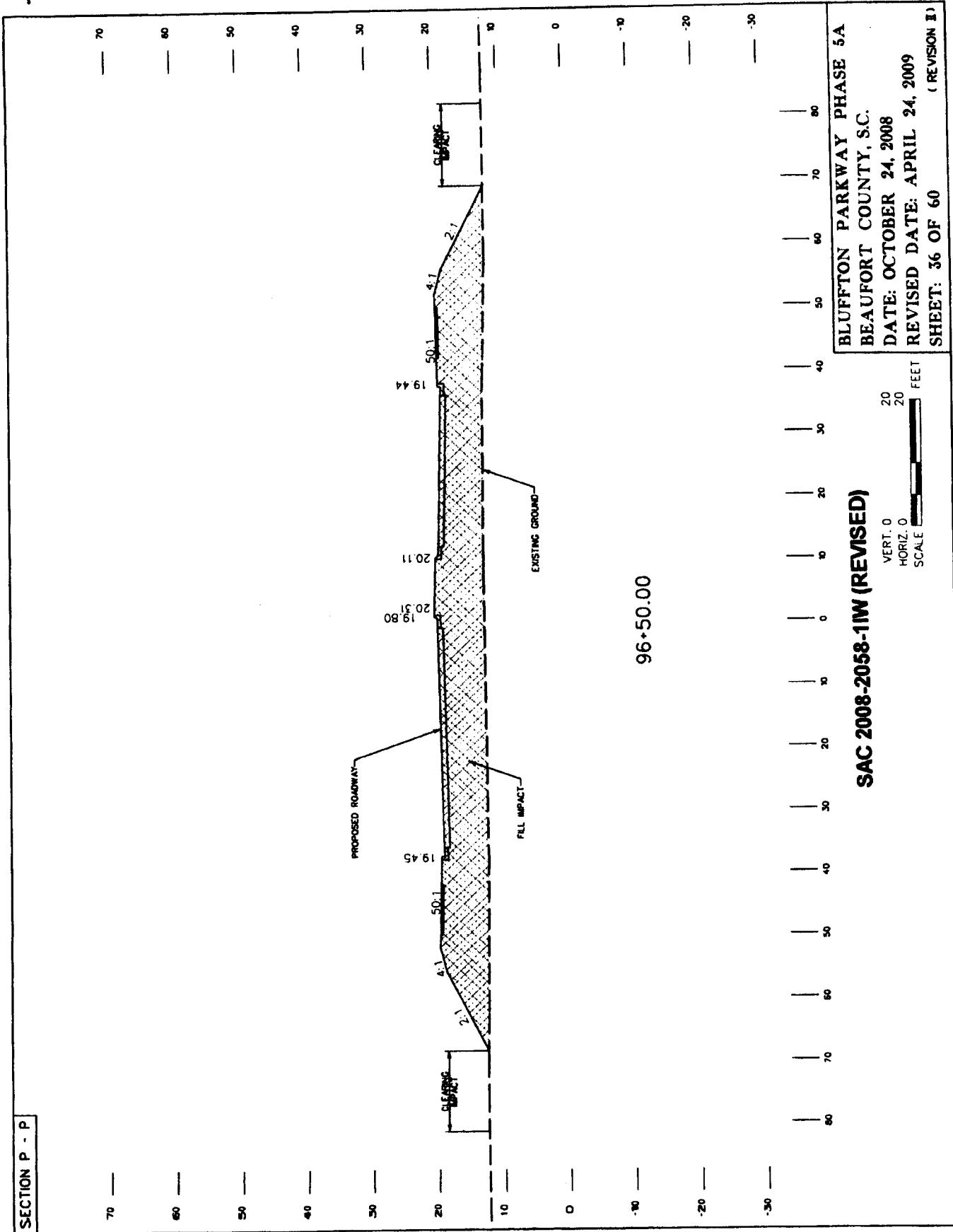
BEAUFORT COUNTY, S.C.

DATE: OCTOBER 24, 2008

REVISED DATE: APRIL 24, 2009

SHEET: 35 OF 60 (REVISION II)

SECTION P - P

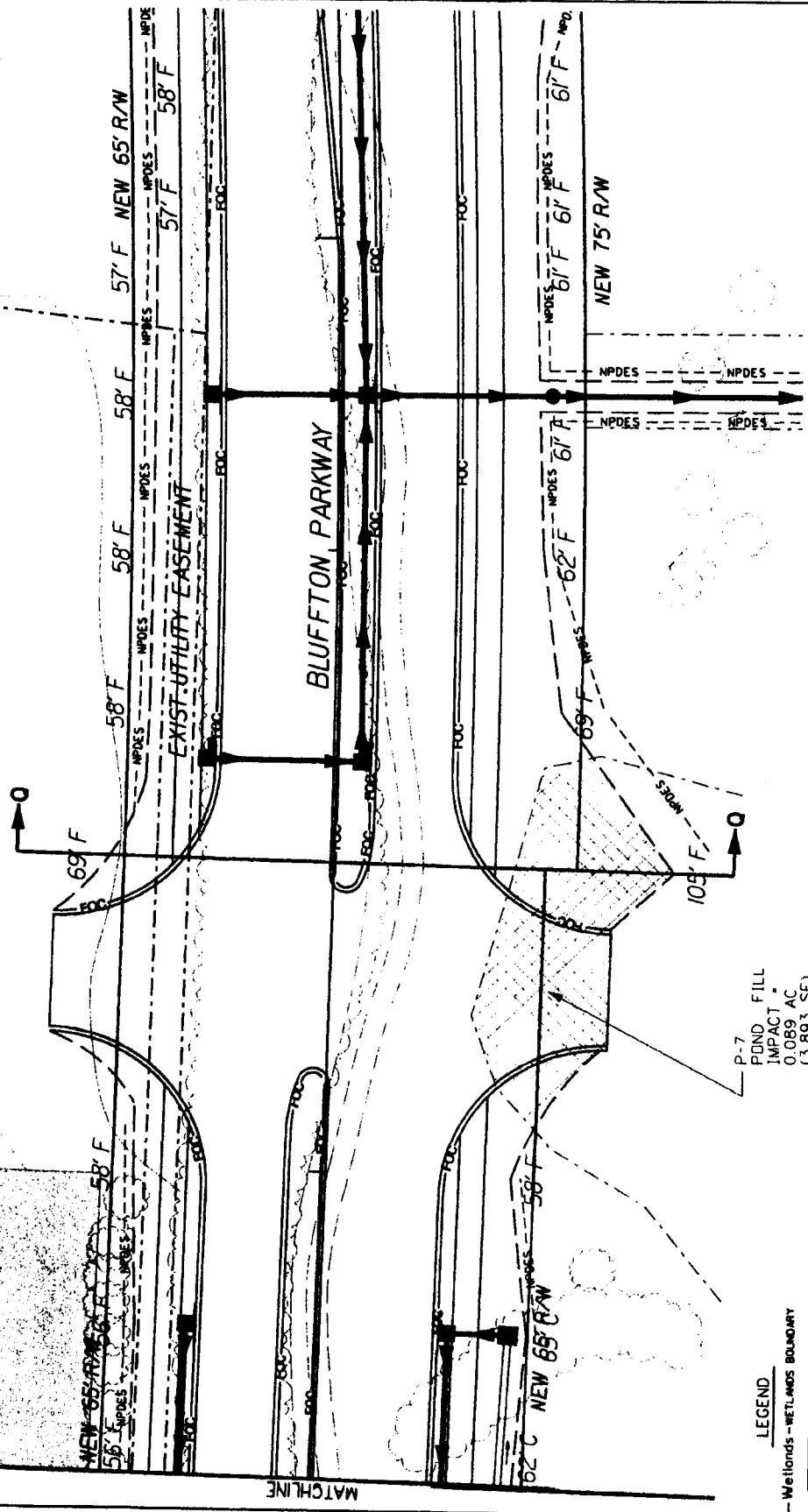


BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 36 OF 60 (REVISION 1)

VERT. 0
HORIZ. 0
SCALE 20'
FEE 1'

PLAN

110



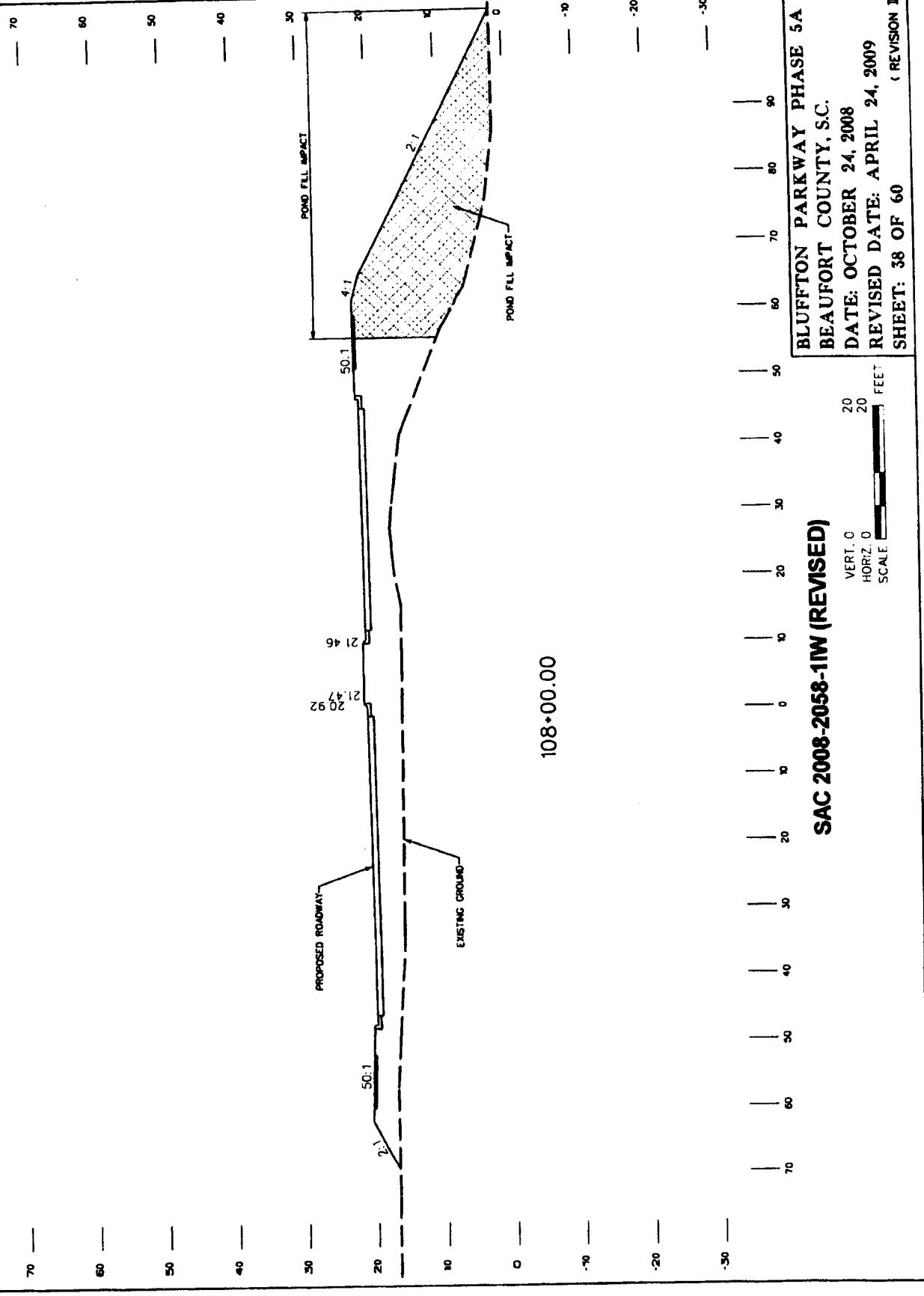
SAC 2008-2058-1IW (REVISED)

4/22/2009
F005350.mxd.commercial/permits/drafts/04-37_Plan.dwg
Wetlands - WETLANDS BOUNDARY
POND / FILL IMPACT - 0.089 AC (3,893 SF)
WETLANDS CLEARING IMPACT - 0 AC
EXISTING ROADWAY
All project survey data is referenced to NAVD 1988

BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 37 OF 60 (REVISION II)

SCALE: 0 25 50 FEET

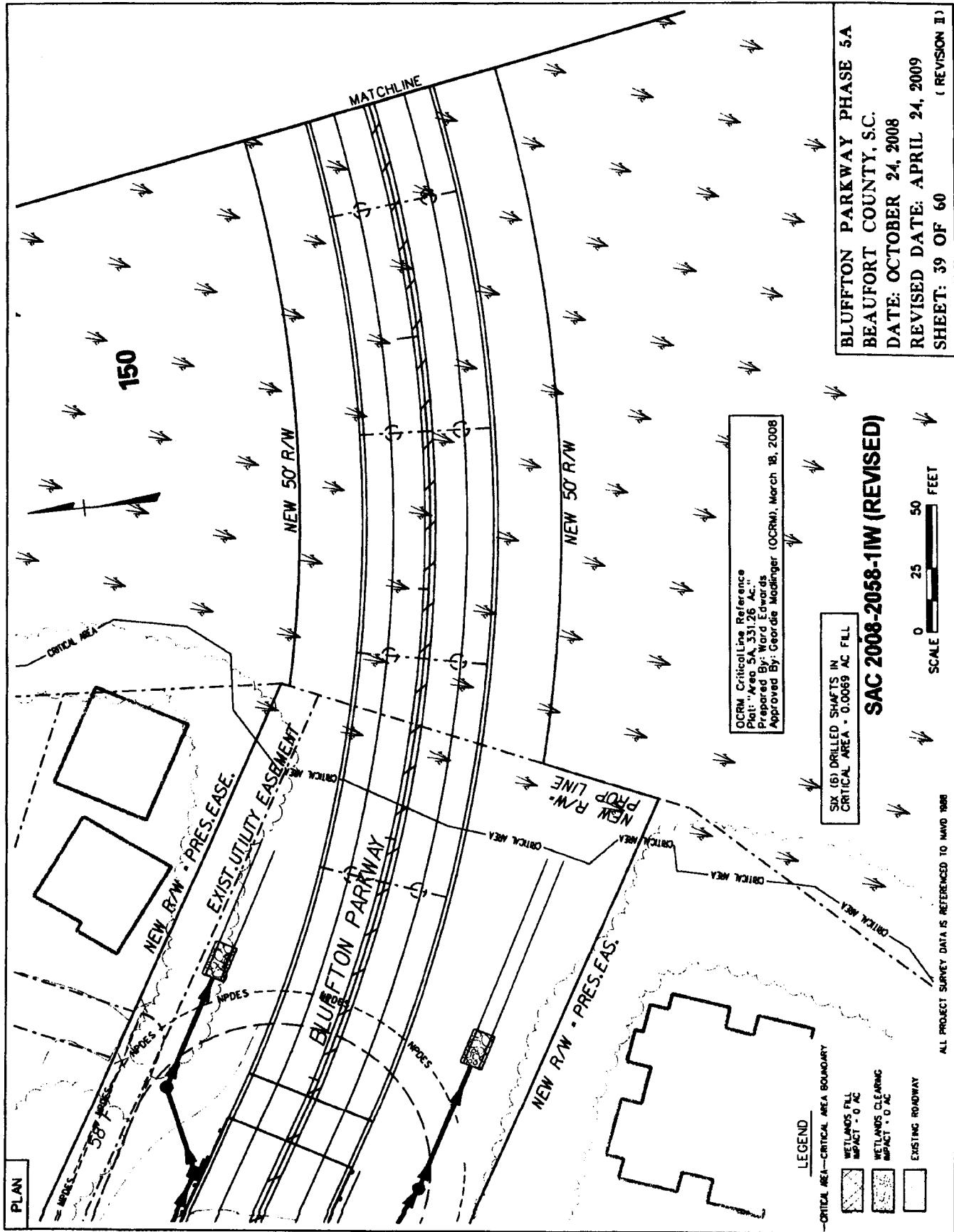
SECTION Q - Q

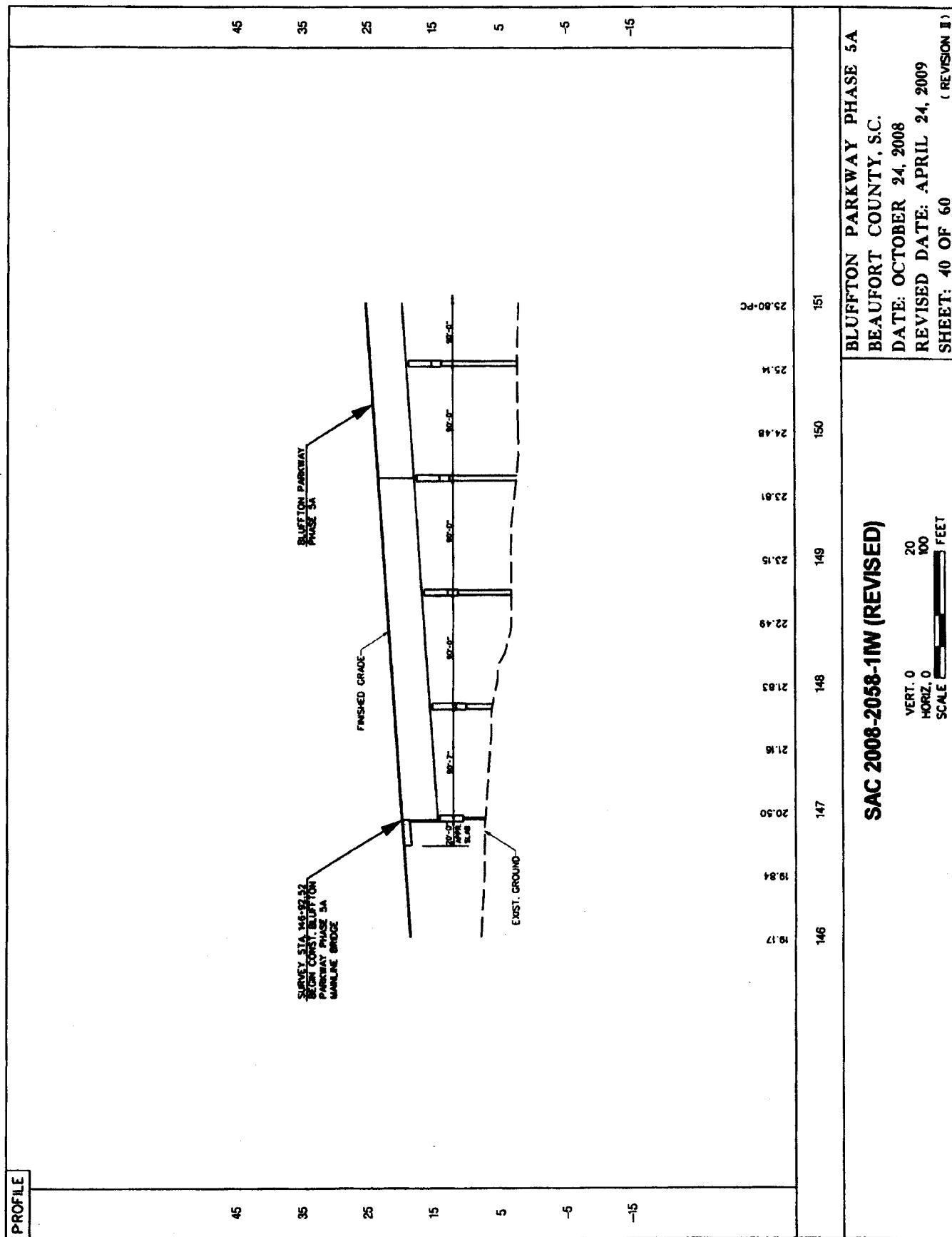


BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008

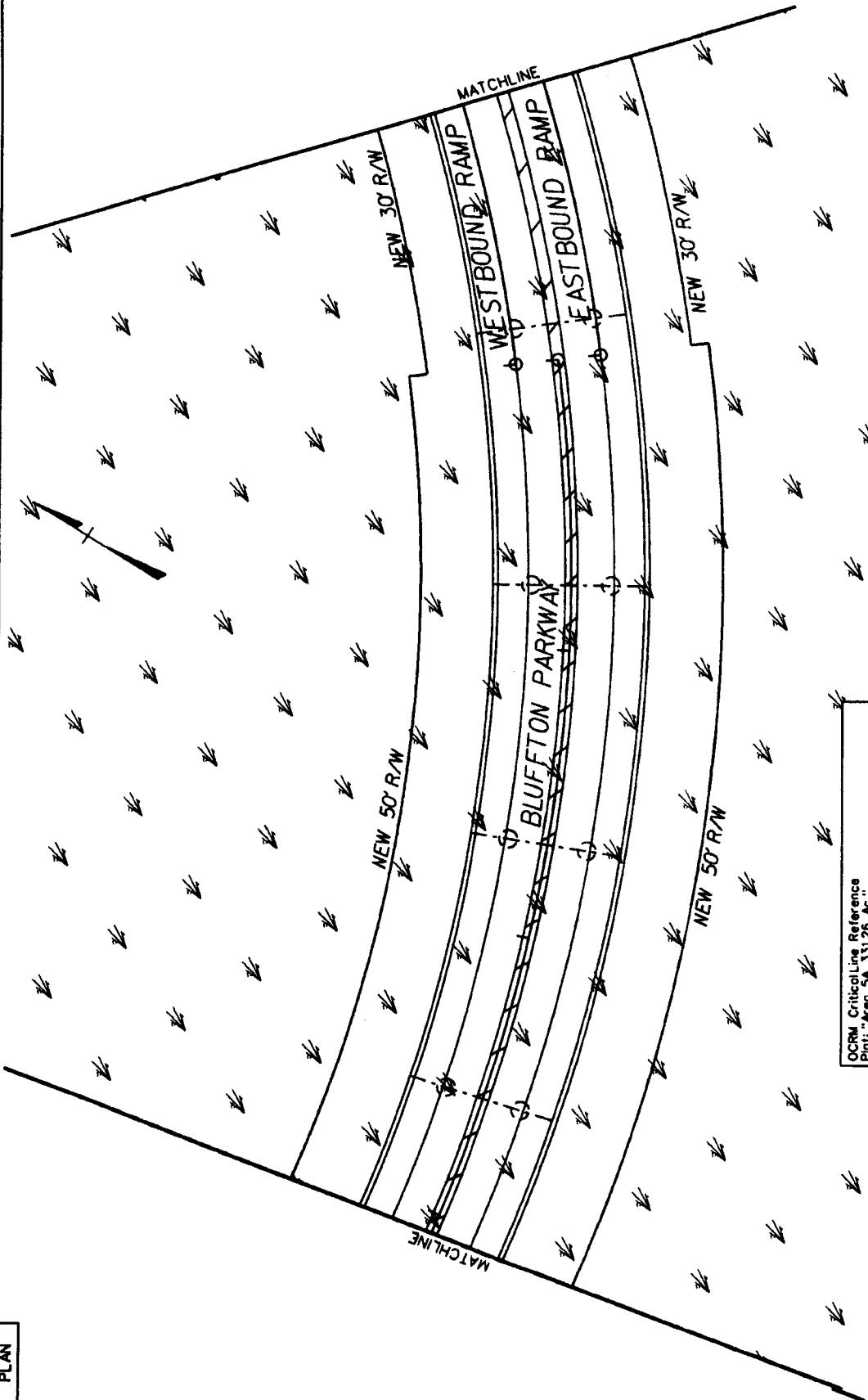
REVISED DATE: APRIL 24, 2009
SHEET: 38 OF 60 (REVISION II)

VERT. 0 20
HORIZ. 0 20
SCALE FEET





PLAN



OCRM Critical Line Reference
Plot: "Xero SA 331.26 Ac."
Reported By: Ward Edwards
Approved By: George Madinger (OCRM), March 18, 2008

LEGEND
CRITICAL AREA—CRITICAL AREA BOUNDARY
WETLANDS FULL IMPACT - 0 AC
WETLANDS PARTIAL IMPACT - 0 AC
EXISTING ROADWAY

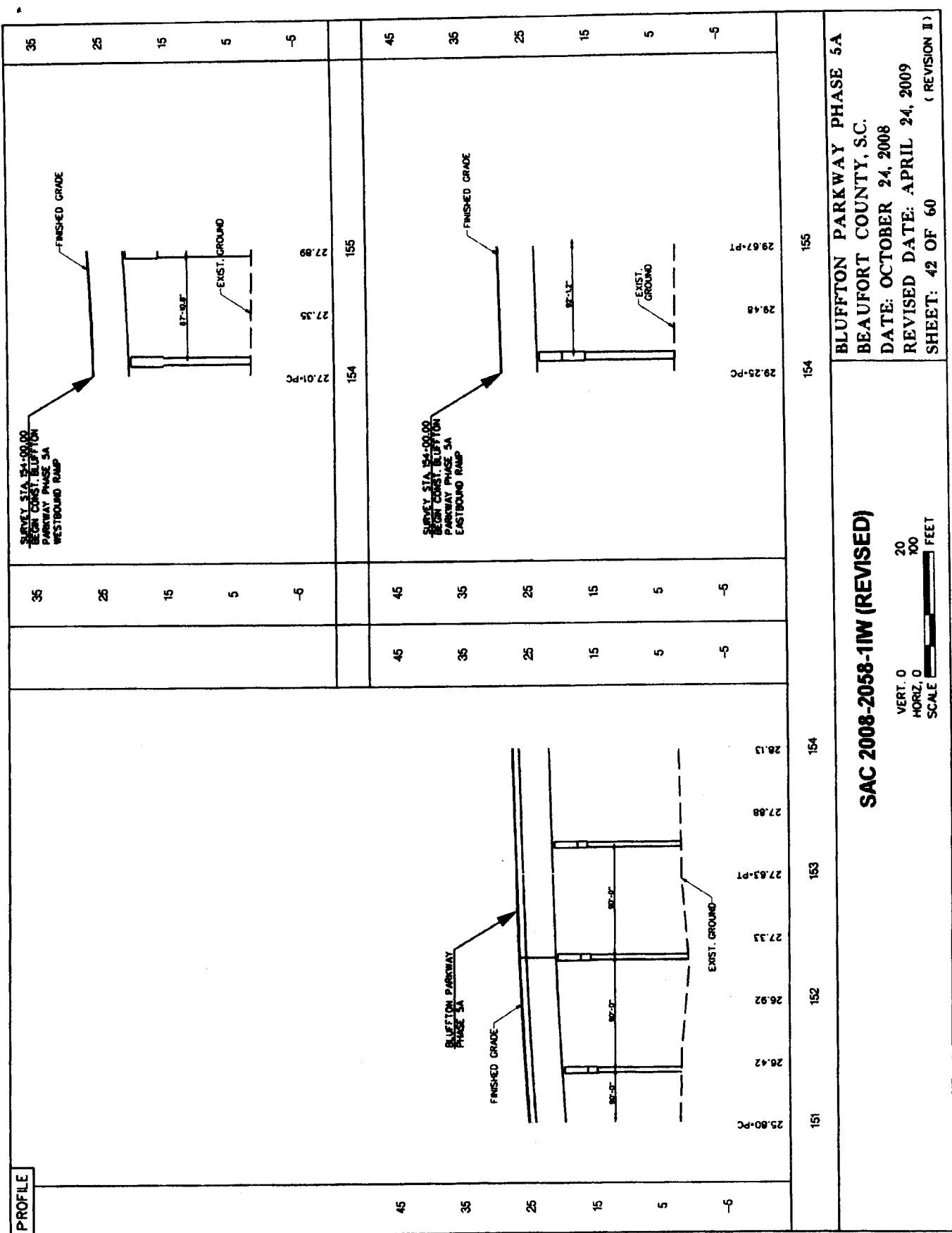
ALL PROJECT SURVEY DATA IS REFERENCED TO NAVD 1988
4/22/2009
1:50,000 scale orthorectified survey data from the U.S. Army Corps of Engineers, Dams and Levees Program.

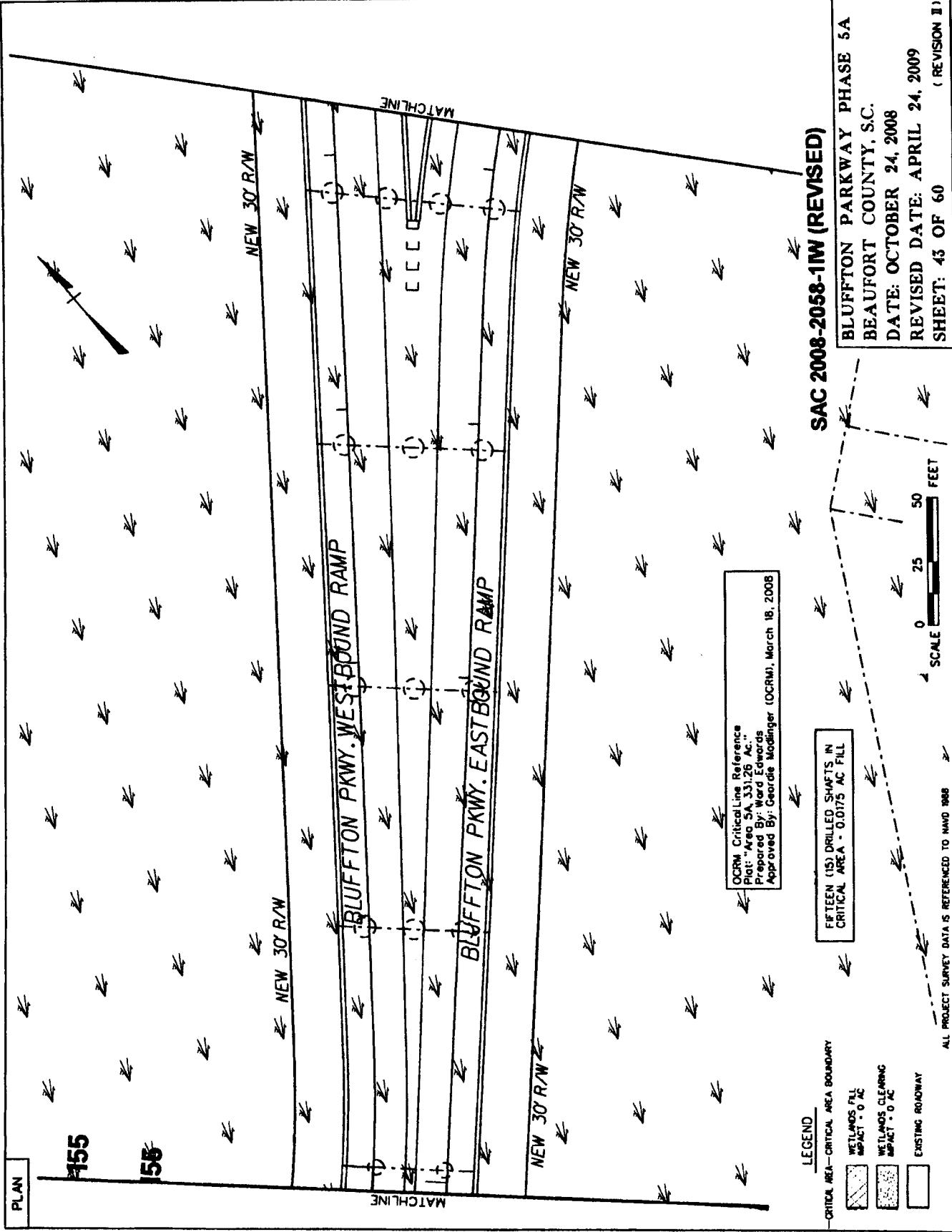
EIGHT (8) DRILLED SHAFTS IN
CRITICAL AREA - 0.0082 AC. FILL

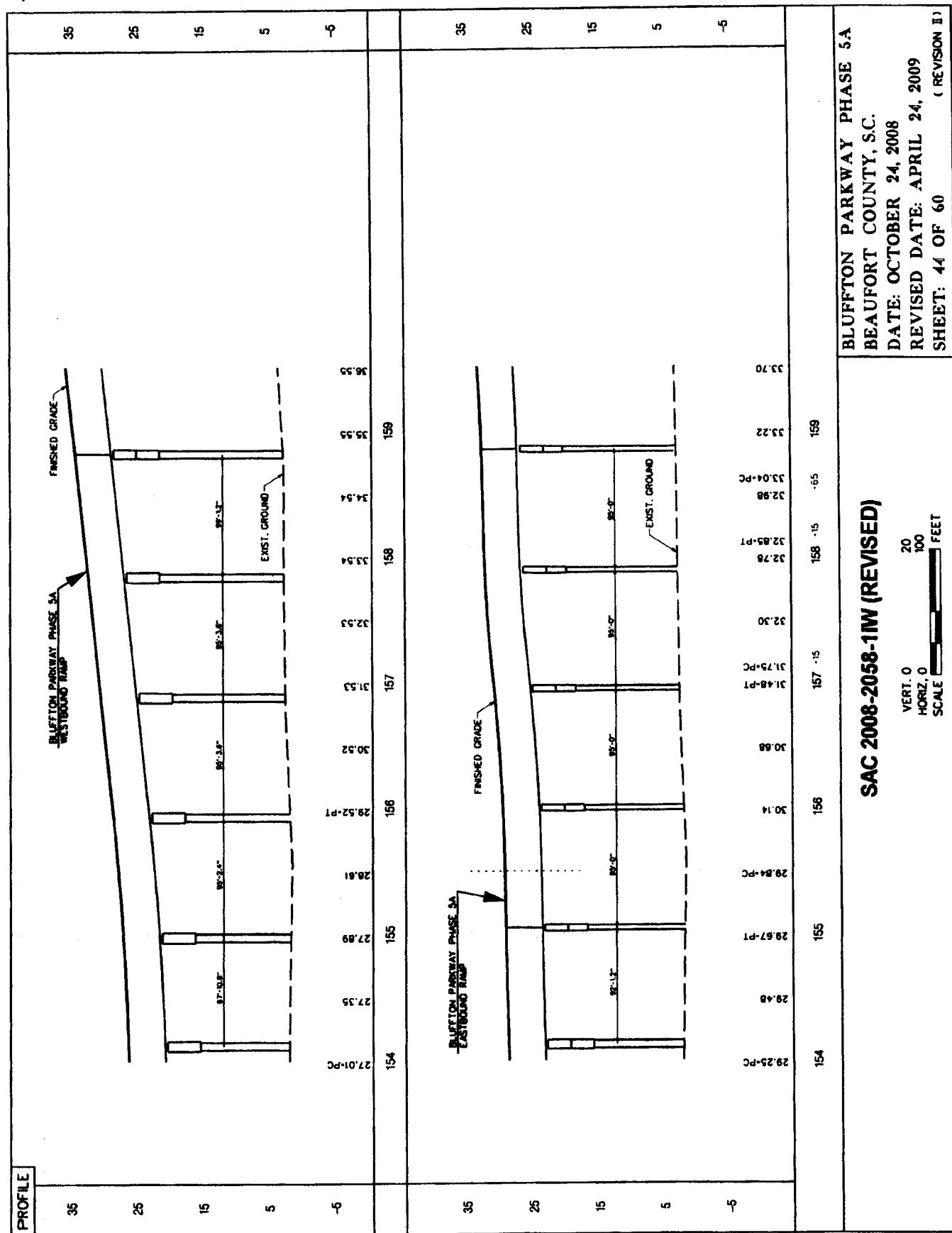
SAC 2008-2058-1W (REVISED)

BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 41 OF 60 (REVISION II)

ALL PROJECT SURVEY DATA IS REFERENCED TO NAVD 1988
4/22/2009
1:50,000 scale orthorectified survey data from the U.S. Army Corps of Engineers, Dams and Levees Program.







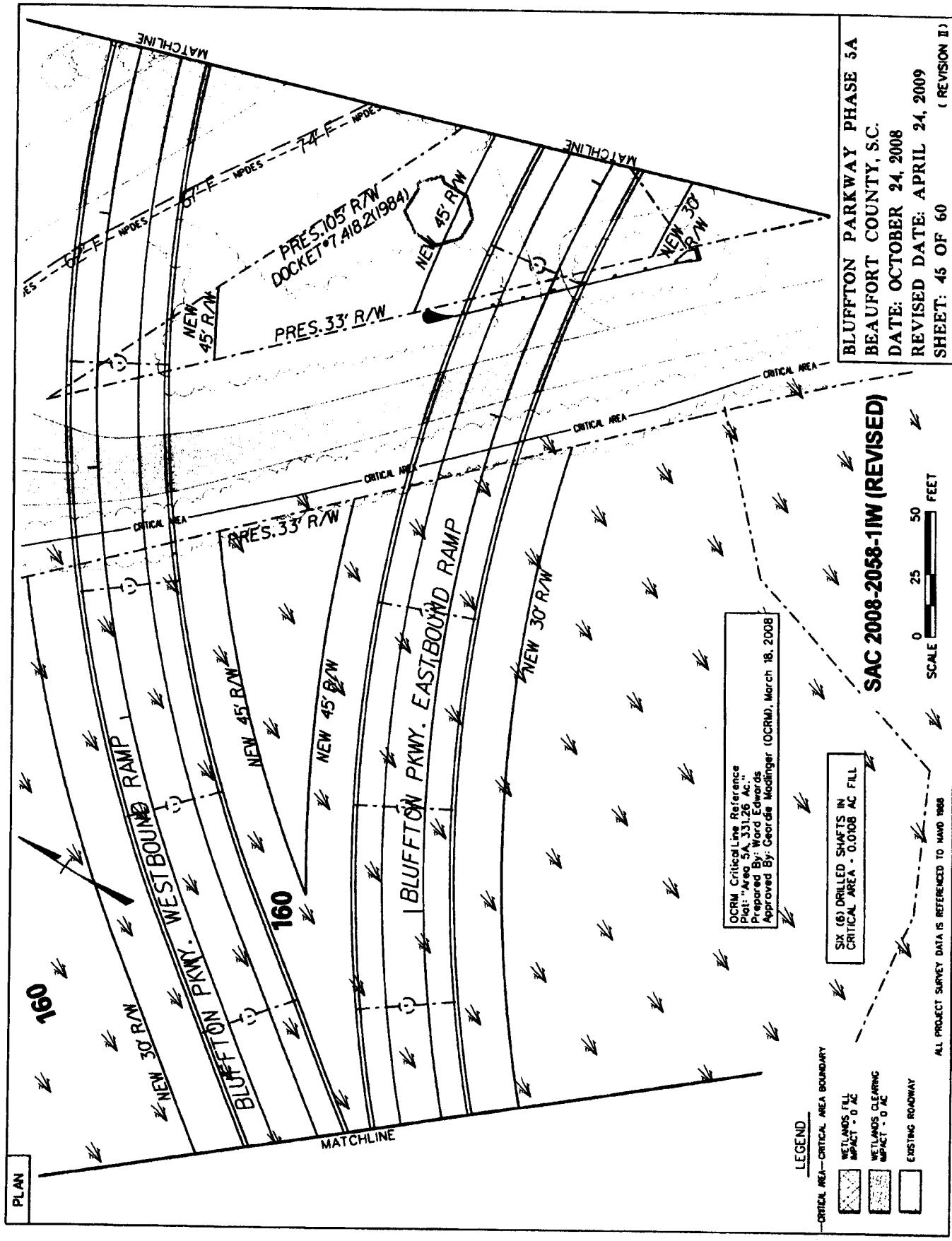
SAC 2008-2058-1W (REVISED)

VERT. 0 20
HORIZ. 0 100 FEET
SCALE

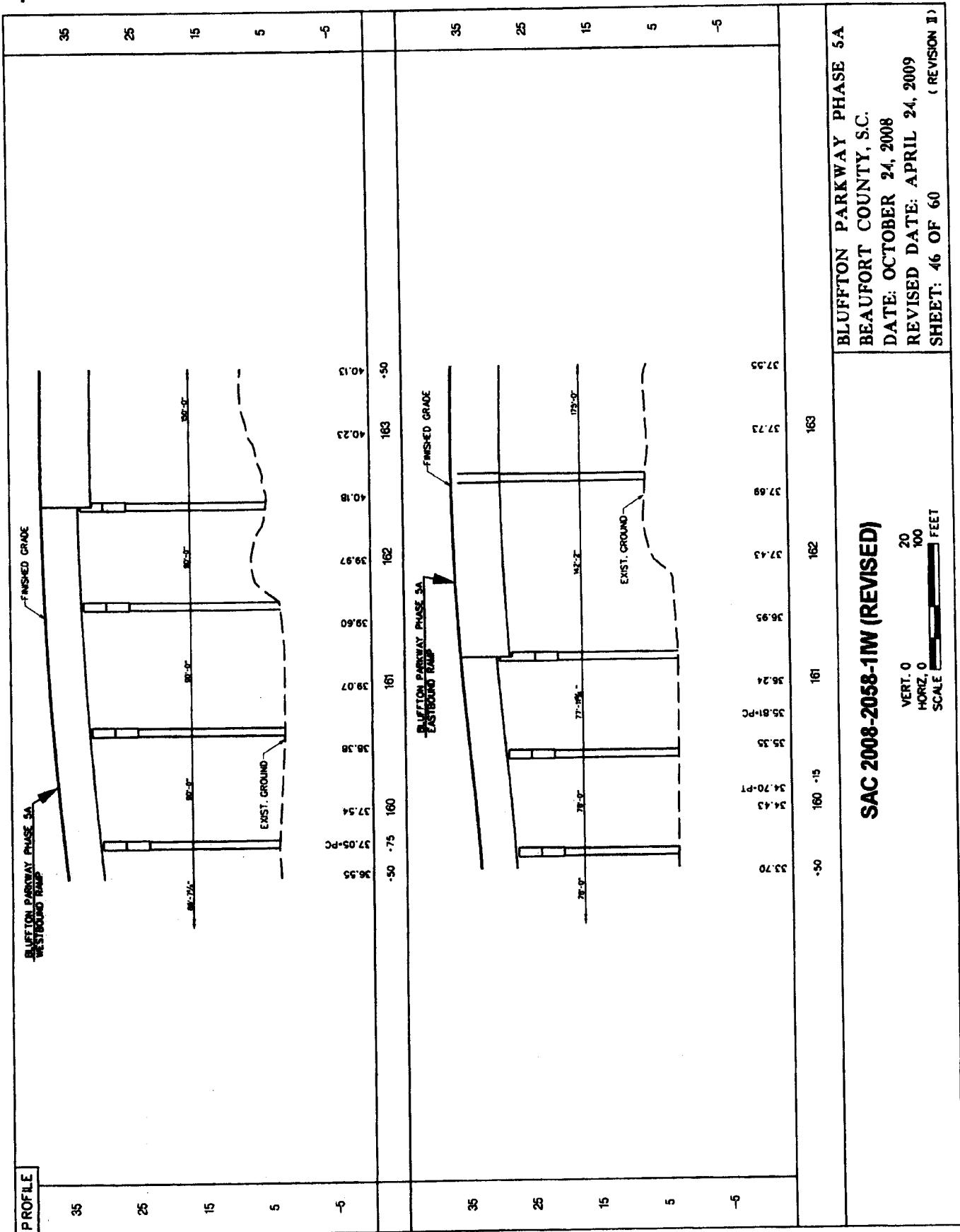
BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.

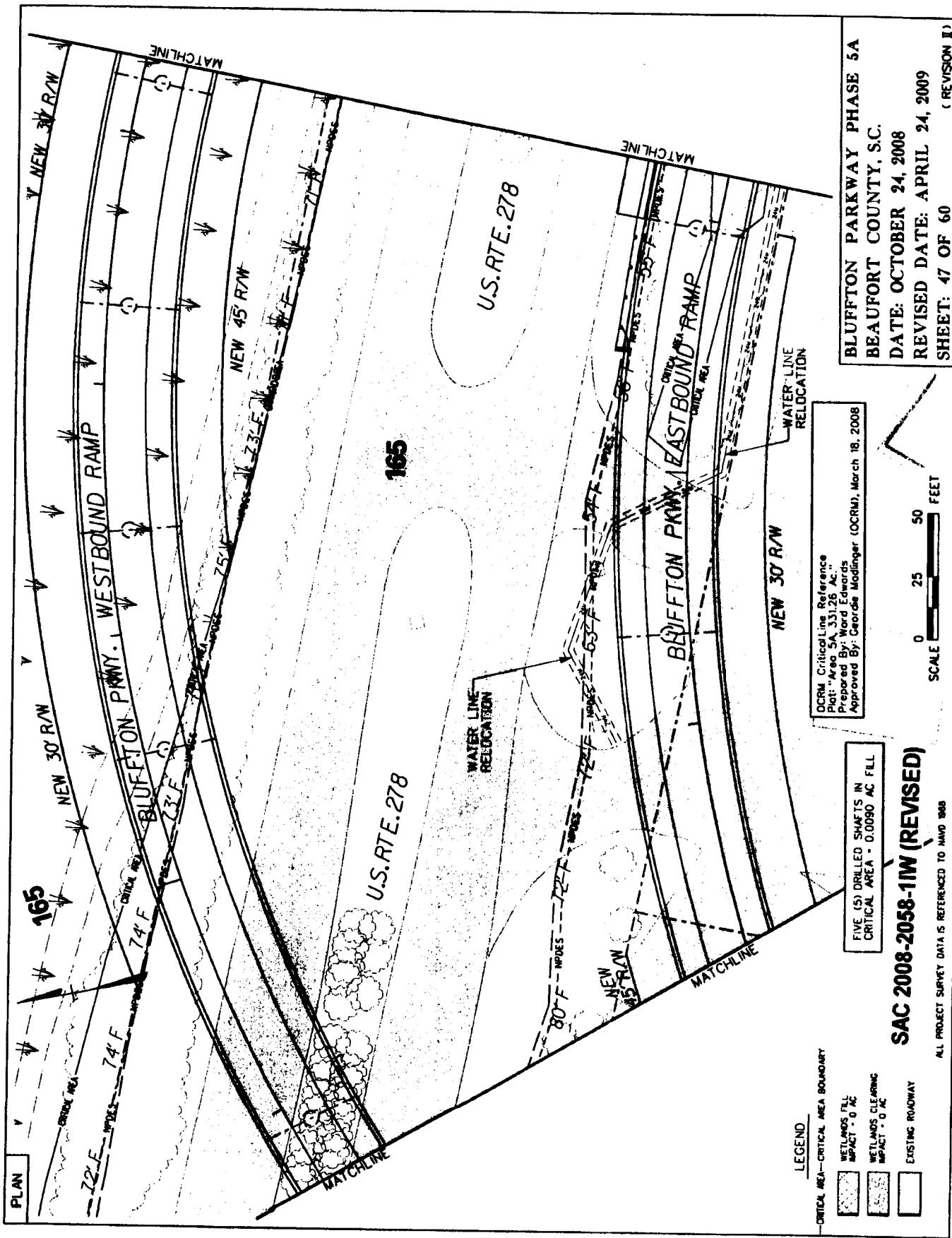
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009

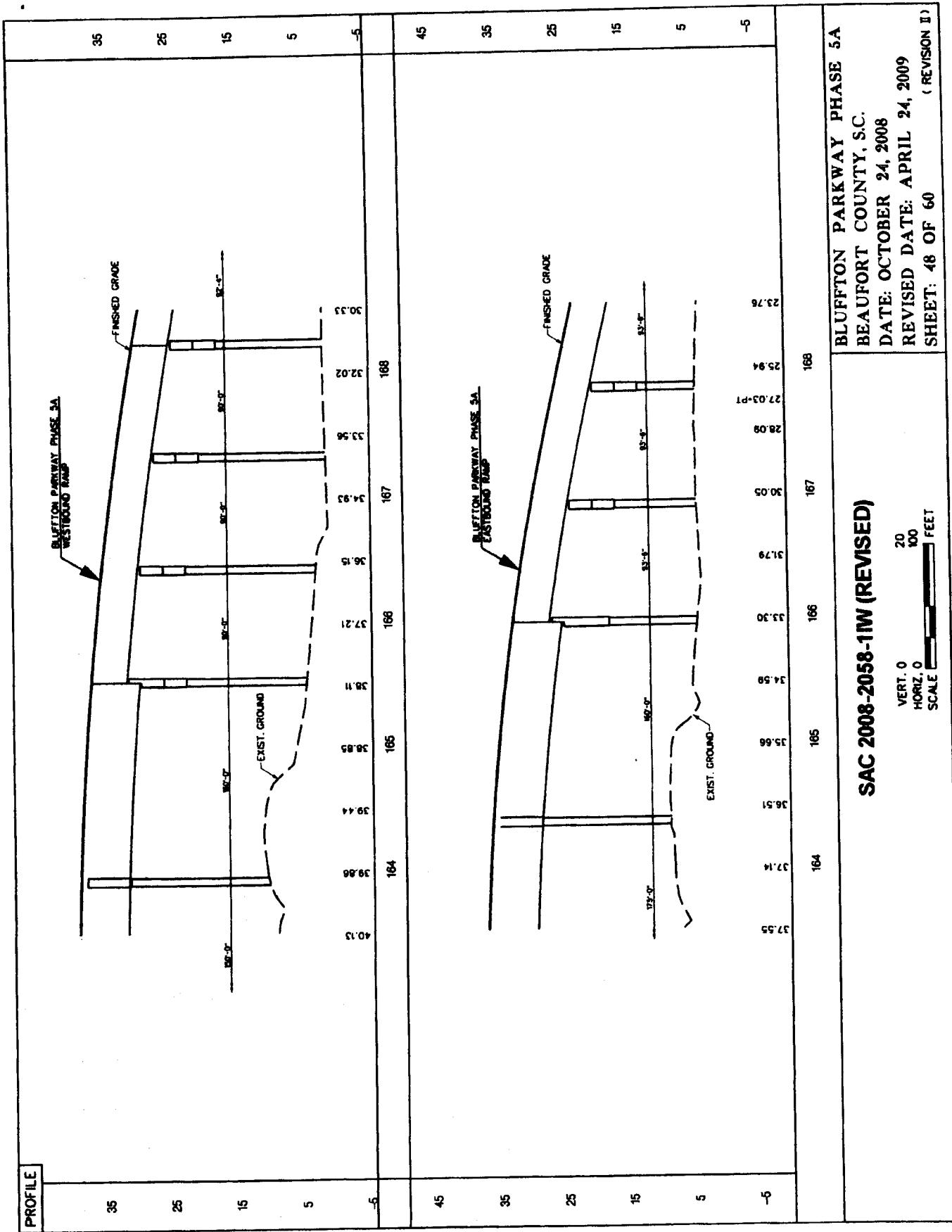
SHHEET: 44 OF 60 (REVISION II)

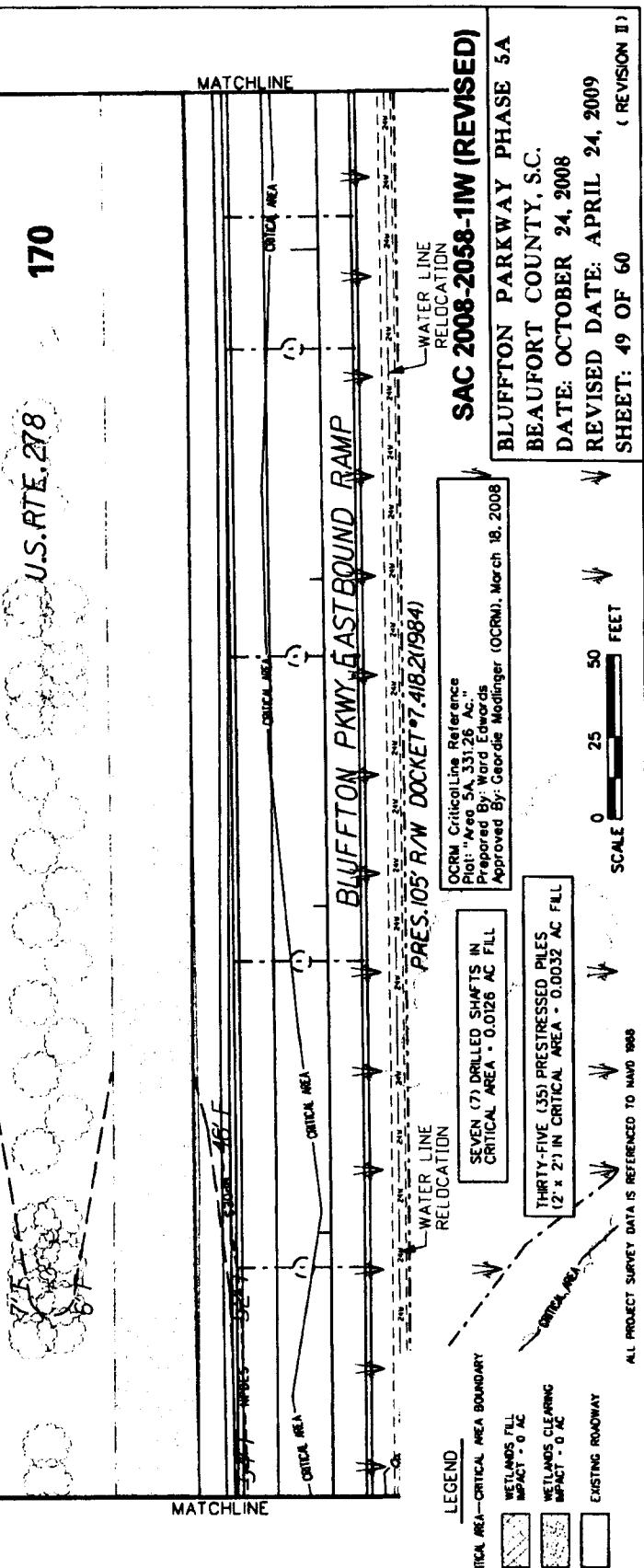
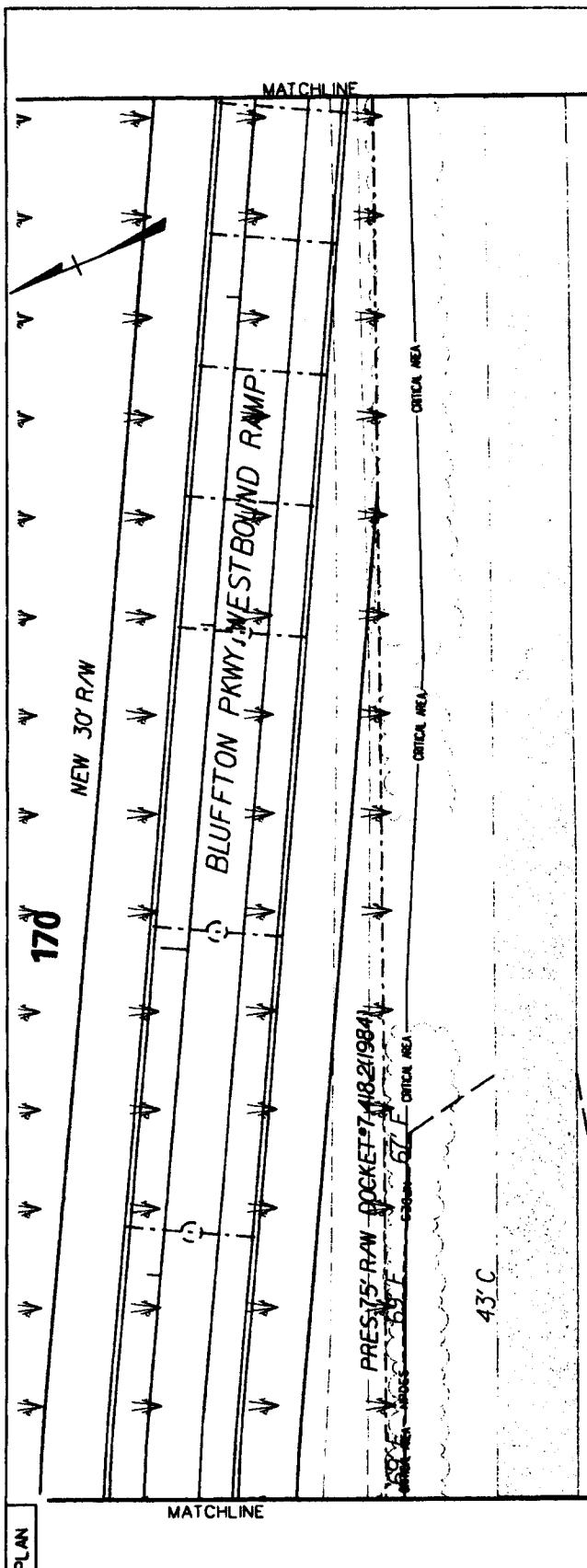


4/22/2009







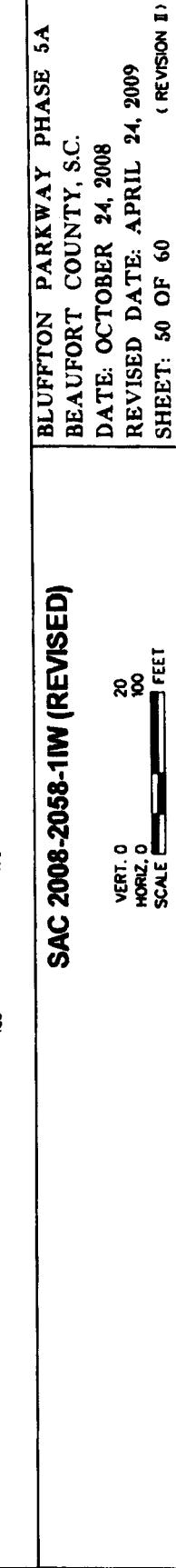
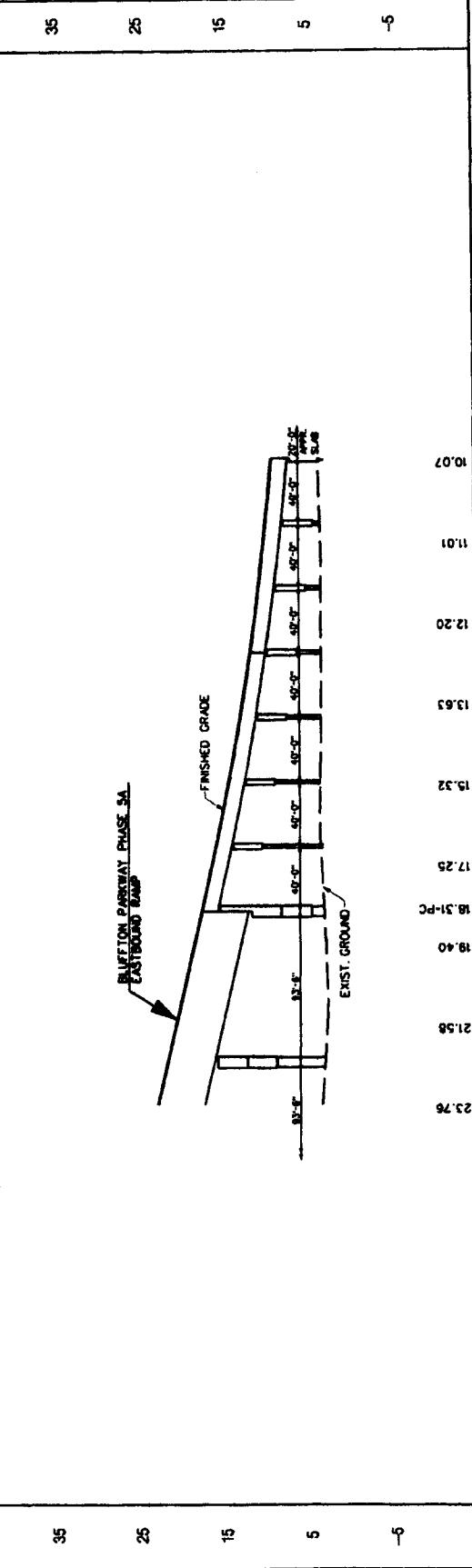
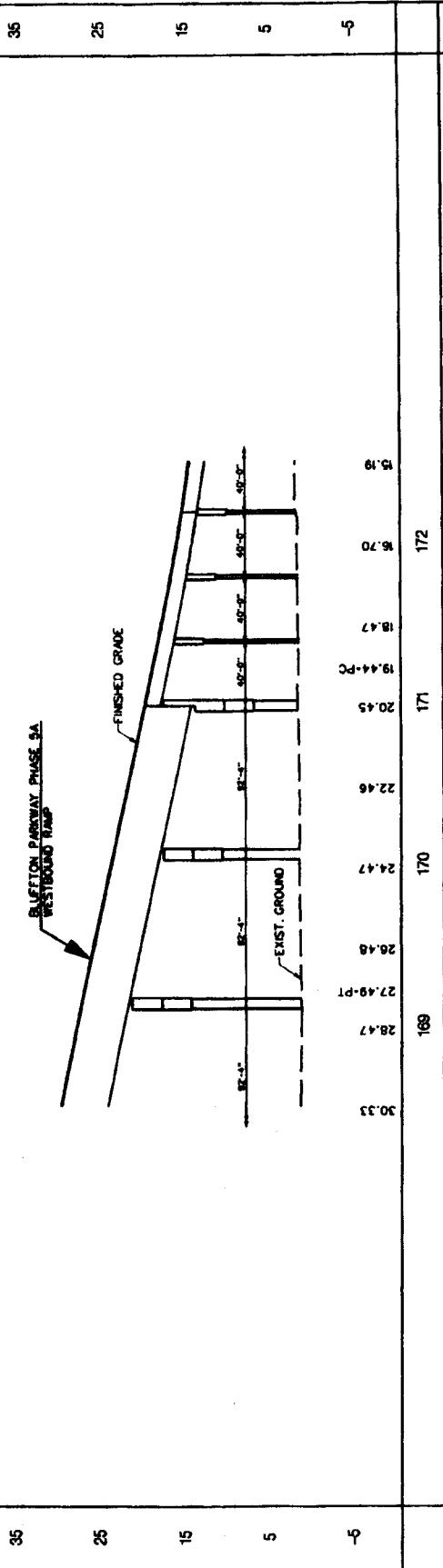


SHEET: 49 OF 60 (REVISION 1)

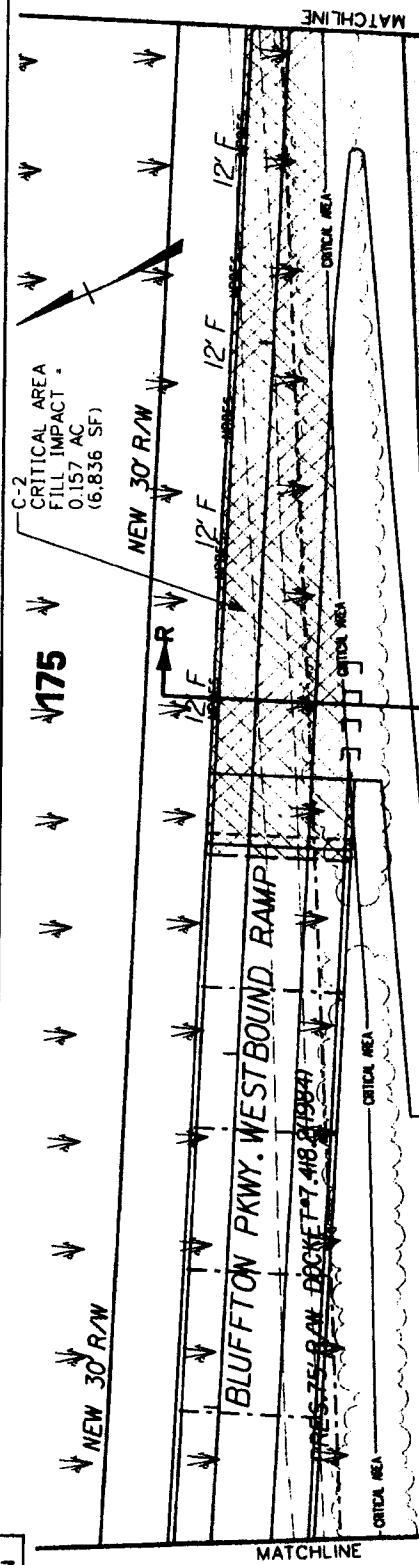
ALL PROJECT SURVEY DATA IS REFERENCED TO NAVO 1968

4/24/200
1:105M3A

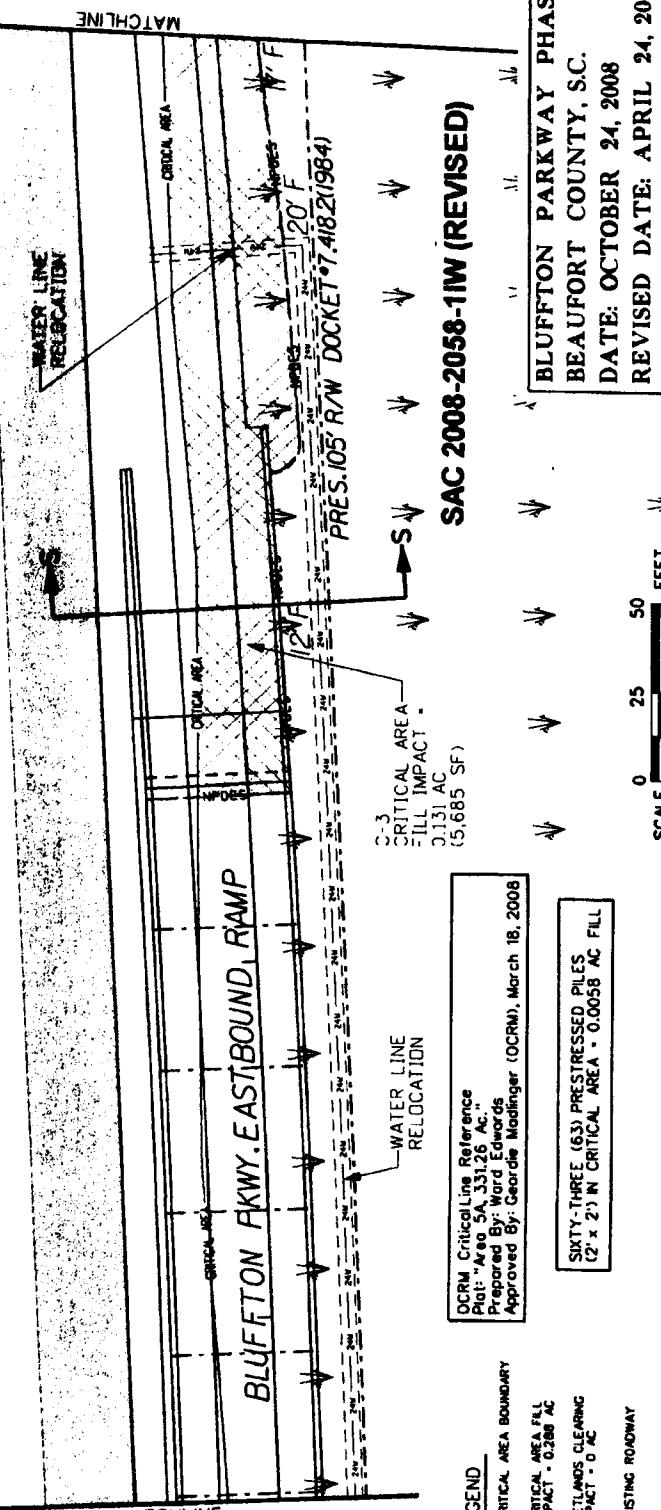
PROFILE



PLAN

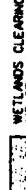


U.S.RTE. 278



LEGEND

-CRITICAL AREA-CRITICAL AREA BOUNDARY



SIXTY-THREE (63) PRESTRESSED PILES
(2' x 2') IN CRITICAL AREA - 0.0058 AC FILL

ALL PROJECT SURVEY DATA IS REFERENCED TO NAVD 1988

11

4/27/2009
L:\0312315\lun\w\orienteering\permit\Drawings\PL-51-Plan.dwg
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 51 OF 60 (REVISION 1)

BLUFFTON PARKWAY PHASE 5A

BEAUFORT COUNTY, S.C.

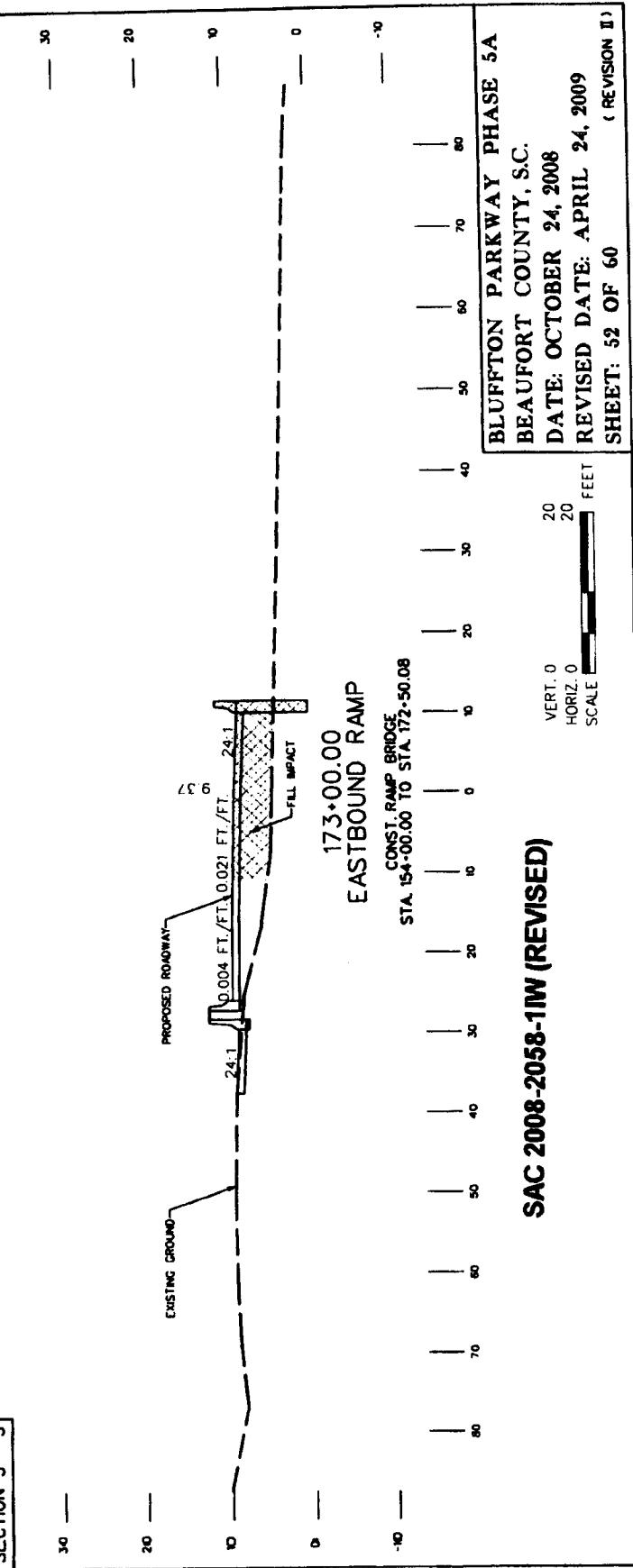
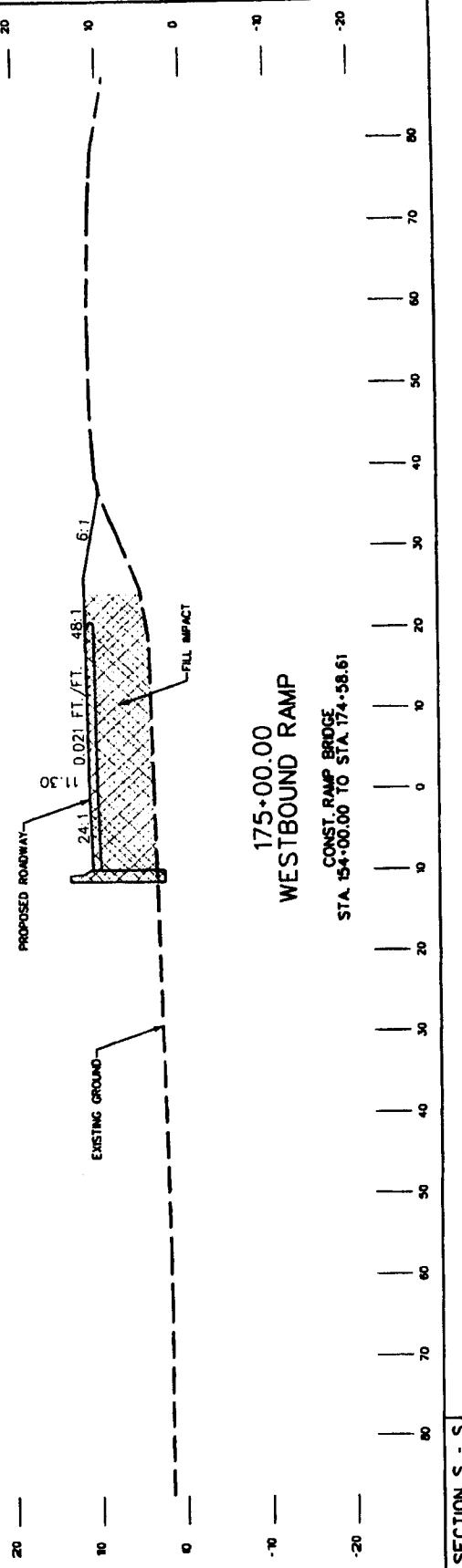
DATE: OCTOBER 24, 2008

REVISED DATE: APRIL 24, 2009

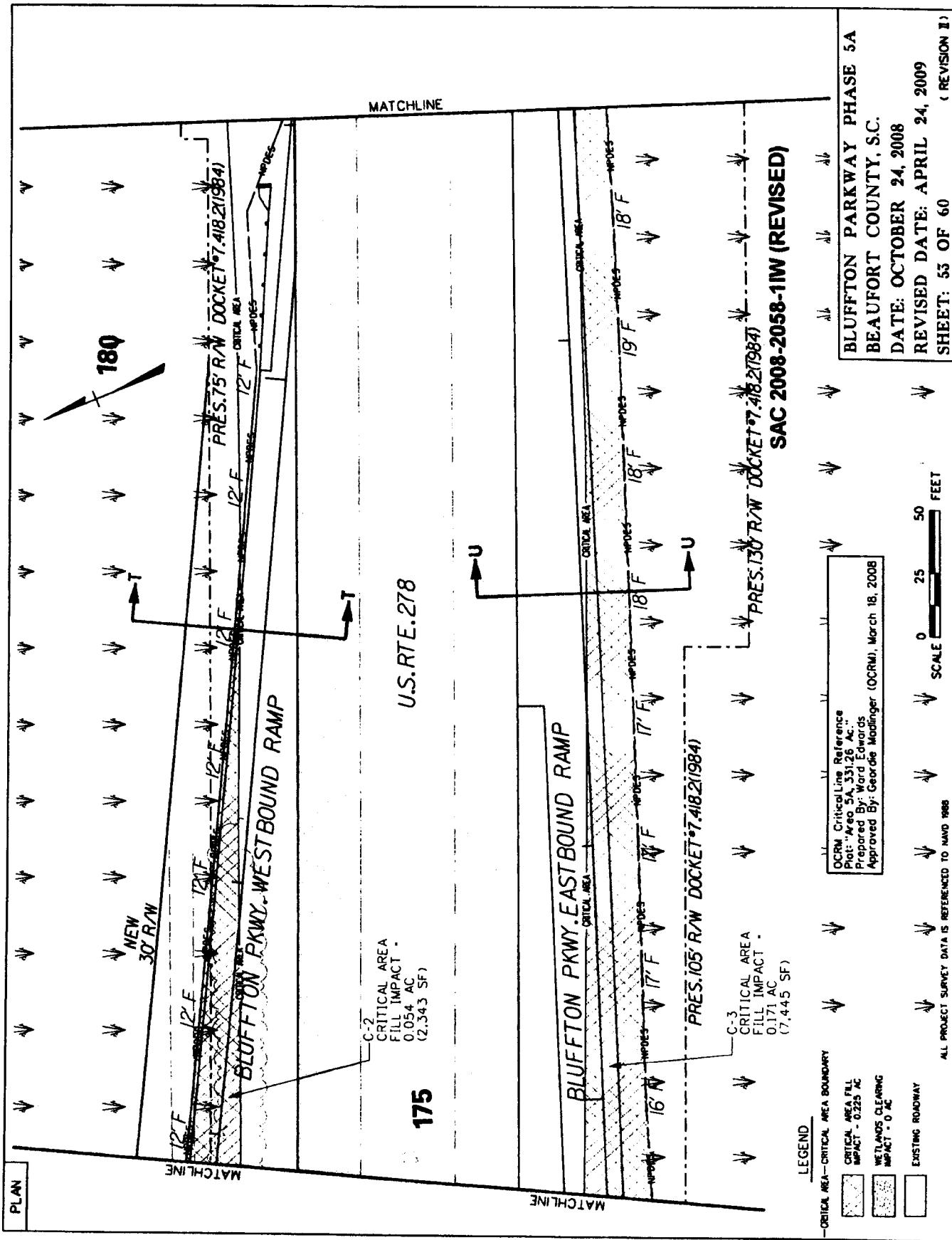
4/27/2009
L:\0312315\lun\w\orienteering\permit\Drawings\PL-51-Plan.dwg
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 51 OF 60 (REVISION 1)

SCALE 0 25 50 FEET

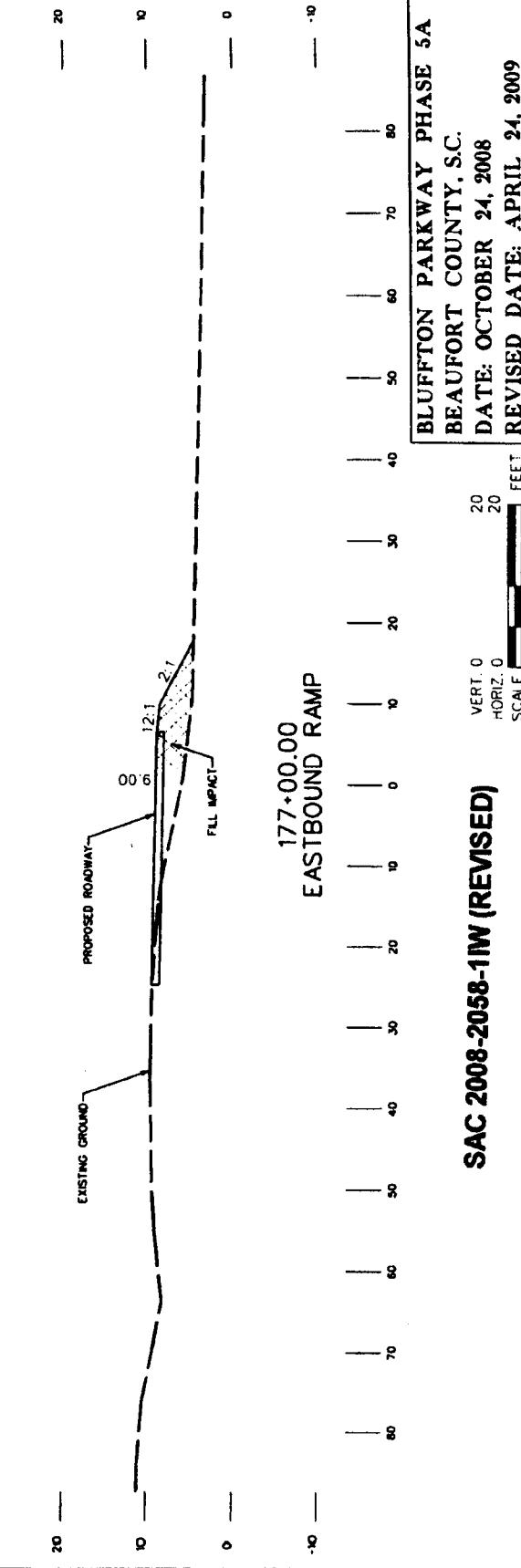
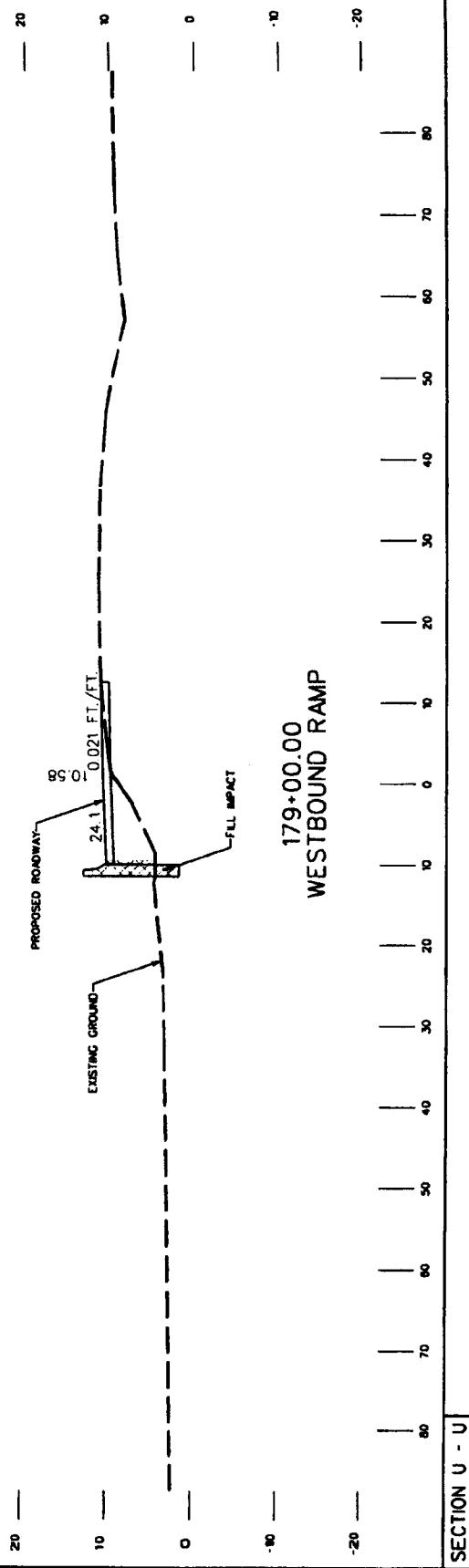
SECTION R - R



PLAN



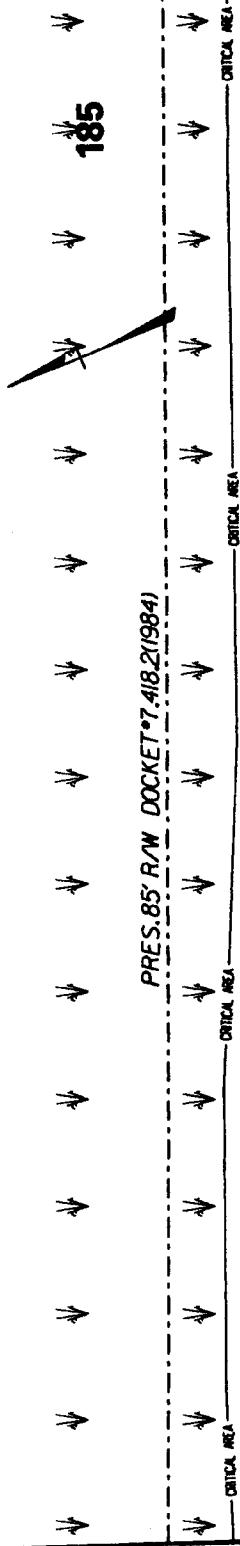
SECTION T - T

**SAC 2008-2058-1IW (REVISED)**

VERT. 0
HORIZ. 0
SCALE
FEET

BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 54 OF 60
(REVISION II)

PLAN

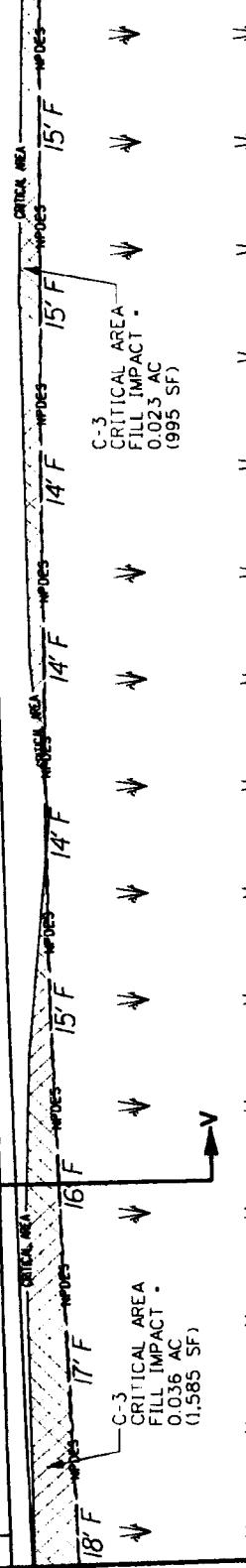


MATCHLINE

U.S.RTE.278

180

BLUFFTON PKWY. EAST BOUND RAMP



MATCHLINE

LEGEND

- CRITICAL AREA - CRITICAL AREA BOUNDARY
- CRITICAL AREA FILL IMPACT - 0.039 AC
- WETLANDS CLEARING
- EXISTING ROADWAY

ALL PROJECT SURVEY DATA IS REFERENCED TO NAVD 1988

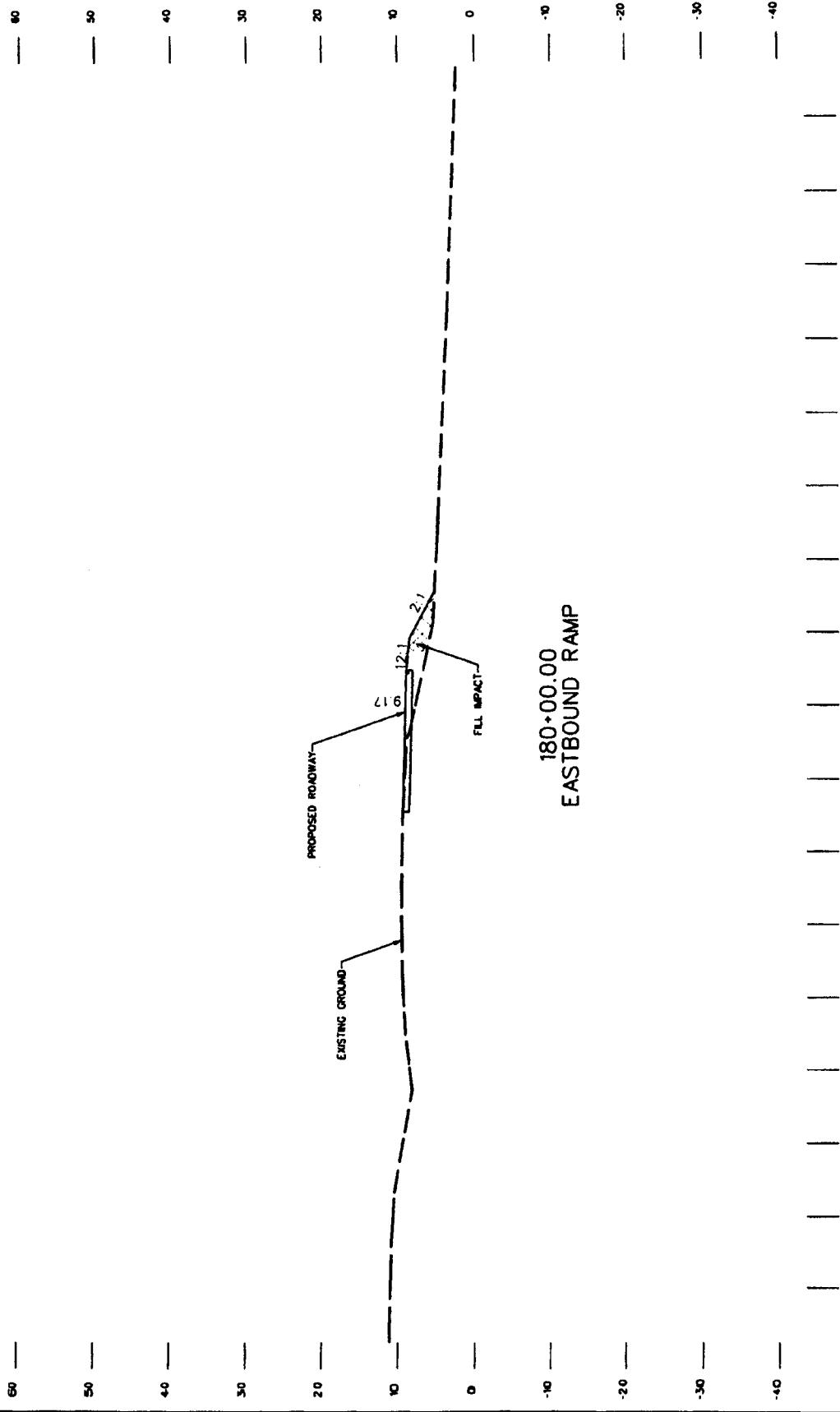
OCRM Critical Line Reference
Plot: "Area SA_33126 Ac."
Prepared By: Ward Edwards
Approved By: Gericke Madlinger (OCRM), March 18, 2008

SAC 2008-2058-1W (REVISED)
BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.

DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009

SHEET: 55 OF 60 (REVISION II)

SECTION V - V

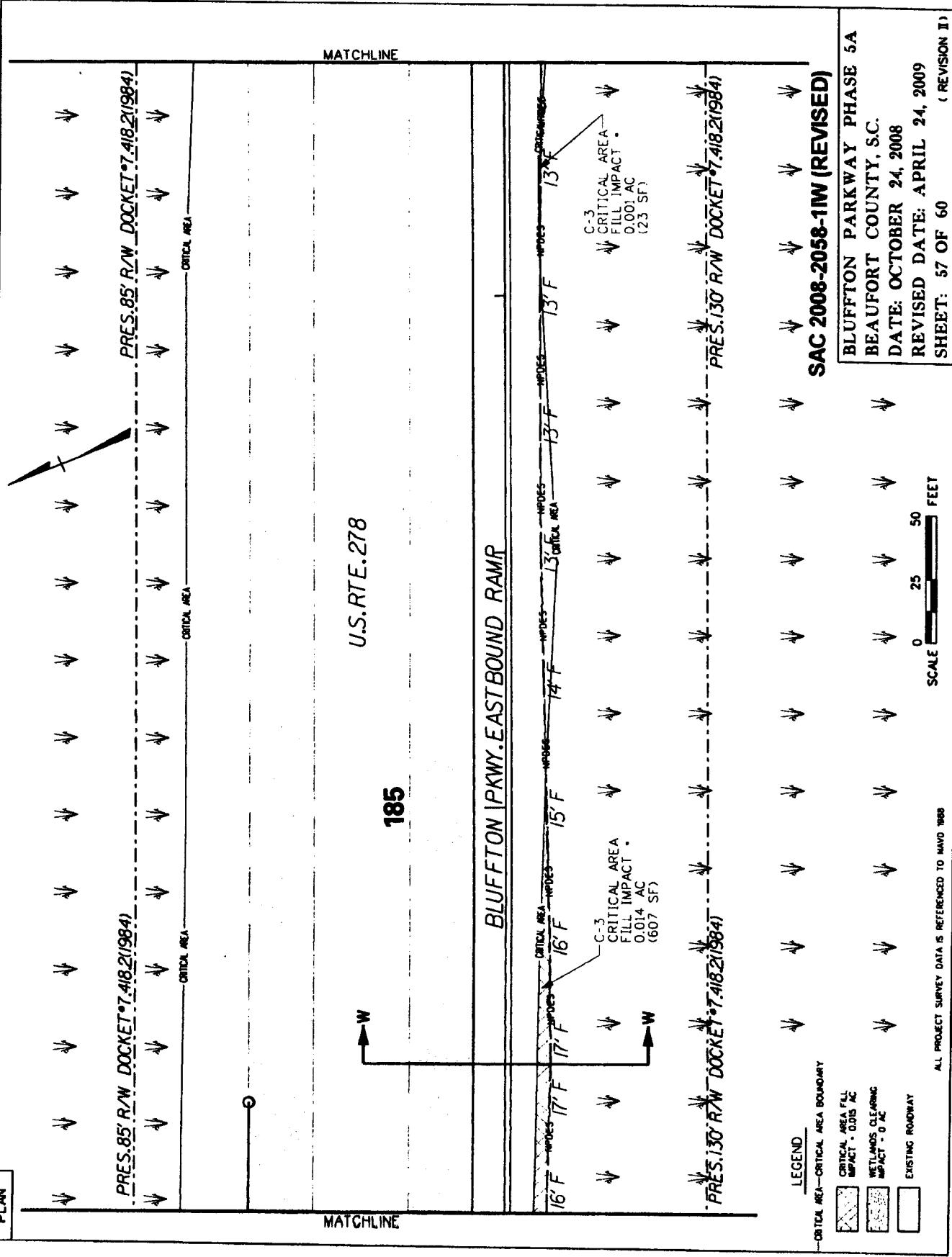


4/23/2009
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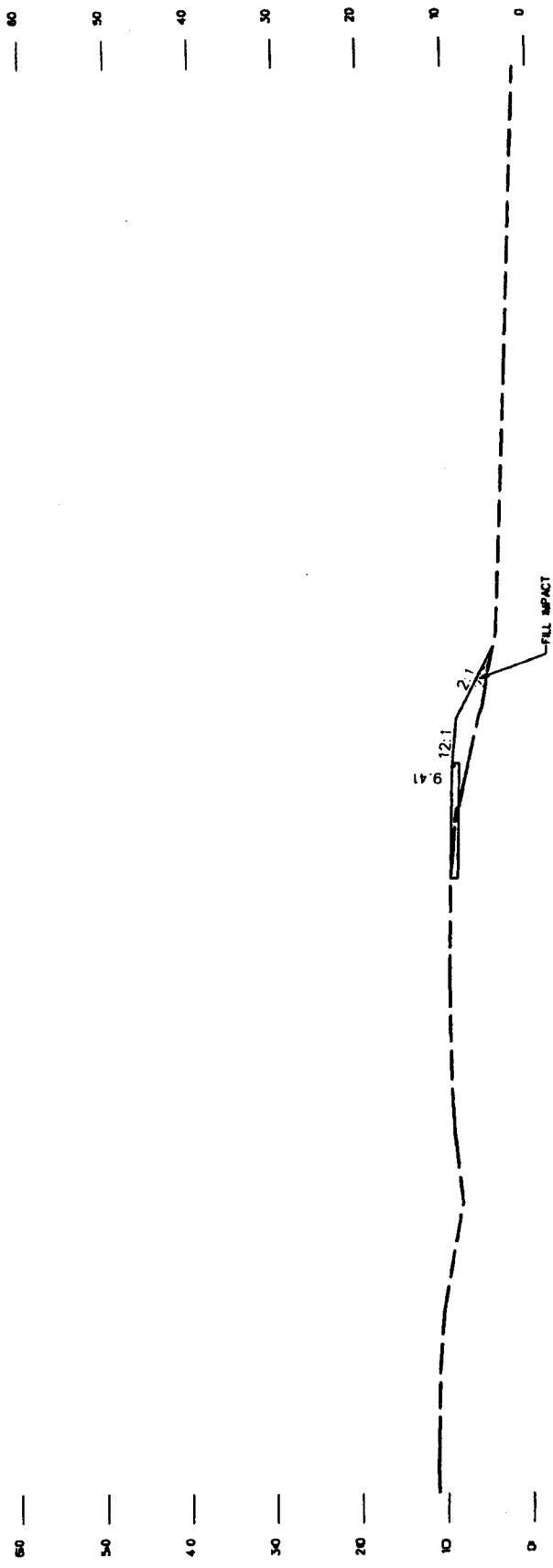
BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 56 OF 60
(REVISION II)

VERT. 0
HORIZ. 0
SCALE
20
20
FEET

PLAN



SECTION W - W



184.00.00

SAC 2008-2058-1IW (REVISED)

VERT. 0
HORIZ. 0
SCALE
20
20
FEET

BLUFFTON PARKWAY PHASE 5A

BEAUFORT COUNTY, S.C.

DATE: OCTOBER 24, 2008

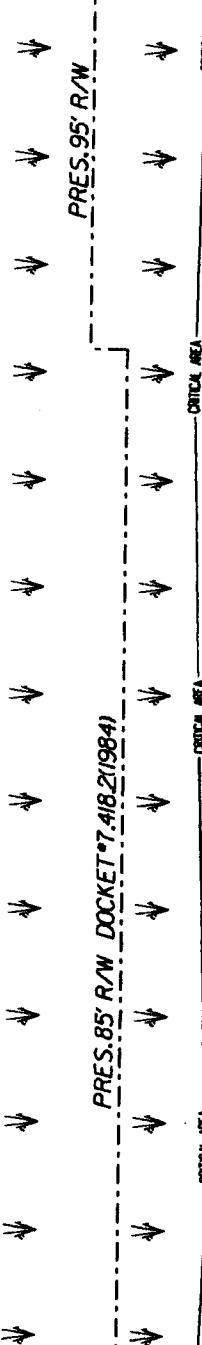
REVISED DATE: APRIL 24, 2009

REVISION 11
SHEET: 58 OF 60

PLAN

PRES. 85' R/W DOCKET #74621(984)

PRES. 95' R/W



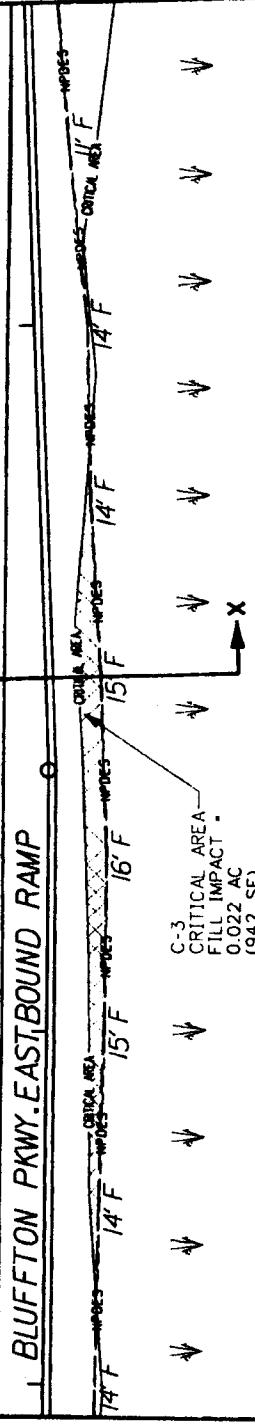
MATCHLINE

U.S.RTE.278

190

MATCHLINE

BLUFFTON PKWY. EAST BOUND RAMP



PRES. 130' R/W DOCKET #74621(984)
PRES. 130' R/W DOCKET #74621(984)
PRES. 130' R/W DOCKET #74621(984)

LEGEND

CRITICAL AREA—CRITICAL AREA BOUNDARY

Critical Area Fill
Impact - 0.022 AC

Netlands Clearing
Impact - 0 AC

Existing Roadway

ALL PROJECT SURVEY DATA IS REFERENCED TO NAVD 1988
#052350, survey document/permit drawing pd-59-Plan 60

SCALE 0 25 50 FEET
SAC 2008-2058-1W (REVISED)
BLUFFTON PARKWAY PHASE 5A
BEAUFORT COUNTY, S.C.
DATE: OCTOBER 24, 2008
REVISED DATE: APRIL 24, 2009
SHEET: 59 OF 60 (REVISION II)

SECTION X - X

